



Southeastern Pennsylvania Transportation Authority

RAILROAD DIVISION

TIMETABLE NO. 8

**Effective 12:01 A.M.
Wednesday
January 1, 1992**

**SUPERSEDING TIMETABLE NO. 7
FOR THE GOVERNMENT OF EMPLOYEES ONLY**

**J. E. Heilman
Chief Transportation Officer**

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KNOW YOUR TIMETABLE

TIMETABLE — A printed booklet which contains Schedules and Special Instructions which affect the movement of trains.

Schedule folders and pages in the Timetable contain information on all Scheduled Trains operated over SEPTA RD Territory or by the SEPTA RD.

Instructions relative to an individual line are contained on the pages identified for that specific line.

Instructions relative to more than one line are identified in the Special Instructions governing the entire SEPTA RD System in the following manner:

Special Instructions referring to Rules A through T are prefixed by the number 100. Those referring to Rules 1 through 998 have the number 1000 added to the rule number.

The following numbers are assigned to the following operations and given Special Instruction numbers as shown below:

Passenger Train Operation	1154
Freight Train Operation	1155
Passenger & Freight Train Operation	1156
Speeds — Maximum & Various	1157
Engine & Equipment Restrictions	1158
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STATION PAGE INFORMATION

The following letters or symbols apply on Station Pages.

- FW — Indicates facing point wired crossover
- P — Indicates in service part time
- R — Indicates remotely controlled from
- X — Indicates in service continuously
- TU — Indicates trailing point unwired crossover
- TW — Indicates trailing point wired crossover
- N. — North
- S. — South
- E. — East
- W. — West
- CS — Indicates controlled siding

SCHEDULED TRAINS

Schedule Folders contain information pertaining to train schedules such as stations, stops, and times when trains are operating in Revenue Service.

SEPTA employees must, while on duty possess Schedule Folders identified as follows:

T.T. 8 R1-1	T.T. 8 R5N-2
T.T. 8 R2N-2	T.T. 8 R5S-1
T.T. 8 R2S-2	T.T. 8 R6-1
T.T. 8 R3N-2	T.T. 8 R7-1
T.T. 8 R3S-1	T.T. 8 R8-1

These codes are printed on the back of the folder. They are the same folders that are issued to the public.

On-duty employees must also possess schedule "T.T.8 DH-1" which contains information pertaining to movement of non-revenue trains. Trains identified with a "D" prefix operate wholly in non-revenue service. Trains without the "D" prefix have both a non-revenue and a revenue portion as determined in conjunction with the public schedule folders. This schedule T.T.8 DH-1 is not available to the public, but may be obtained at the Suburban Station Station masters office.

Each Scheduled Train is given a train number for identification purposes.

Trains that only operate on Saturdays except as indicated, will be numbered between 1000 and 1999.

Trains that only operate on Sundays except as indicated, will be numbered between 2000 and 2999.

Trains that originate at a station on one route pair and run through Center City Philadelphia to a destination on a different route pair will be numbered between 4000 and 4999. The number which follows the "4" prefix will designate the route to which the train is destined.

Trains that operate only on weekdays, and turn at Wayne Junction and/or Fern Rock Transportation Center, will be numbered between 5000 and 5999.

Trains that originate or terminate at Powelton Ave. Yard will be numbered between 6000 and 6999.

Trains that originate or terminate at Suburban Station will be numbered between 7000 and 7999.

Trains that originate or terminate at Vine or Market East will be numbered between 8000 and 8999.

Trains that originate or terminate at Roberts Ave. Yard will be numbered between 9000 and 9999.

4. EQUIPMENT RESTRICTIONS.

LOCATION	Model of Engines See 1158-A1						Notes
	1	2	3	4	5	6	
Entire branch				X	X		
Between Allen Lane and Chestnut Hill West					X		
Budd's at Hunting Park				X	X		
Midvale Yard — Industrial Tracks							1,2

Cars, loads or other equipment measuring in excess of 16 feet above top of rail must not be moved eastward on Chestnut Hill West Line from a point 1235 feet east of Midvale crossover. This location is indicated by a sign with white letters on black background suspended from cross span at catenary pole No. H-47 reading: LIMIT HIGH CUBE CARS.

NOTE 1 — GP9 engines are prohibited.

NOTE 2 — Cars 89 feet 6 inches in length when coupled to cars less than 50 feet in length are prohibited on the lead to Midvale Heppenstall, second curve from connection to run-around track.

NOTE 3 — AEM-7 locomotives are restricted to 40 MPH while on the bridge, all other locomotives (except MU locomotives) are restricted to 10 MPH while on the bridge.

5. AC ELECTRICAL OPERATING INSTRUCTIONS:

- A. Power Dispatcher in charge
— Amtrak Power Director at 30th St.
- B. tracks equipped
— main, interlocking, station tracks and crossovers at Cresheim, Midvale, and Clive.
- C. pantograph pressure switch operation
— high position
- D. special operating conditions
— None

6. LOCATIONS OF STANDARD CLOCKS, BULLETIN BOARDS AND EMPLOYEE REGISTERS.

Chestnut Hill West
— standard clock, bulletin board and employee register

NOTE — Chestnut Hill West tower posts Amtrak and Conrail Bulletin Orders.

7. LOCATIONS AND TIME-OUTS OF ELECTRICALLY LOCKED HAND OPERATED SWITCHES.

None

8. LOCATIONS OF HAND OPERATED SWITCHES WHERE RULE 261 IS IN EFFECT THAT ARE NOT ELECTRICALLY LOCKED.

None

9. GRADE CROSSINGS.

- A. locations/type
 - None
- B. special operating conditions
 - None

10. RADIO BASE STATION LOCATIONS AND TIME MONITORED.

Chestnut Hill West monitors SEPTA SOUTH ROAD channel 16 continuously.
Amtrak North Philadelphia monitors AMTRAK ROAD channel 54 continuously.

11. LOCATIONS OF WAYSIDE PHONES CONNECTING WITH THE TRAIN DISPATCHER OR TOWER OPERATOR.

— None

12. CLOSE CLEARANCE.

Employees should take care at the following locations where close clearance exists between train and platform:

Queen Lane — No. 1 and No. 2 tracks (partial high level)

Chestnut Hill West — No. 1 and No. 2 tracks (full high level)

Cheltenham Avenue — No. 1 and No. 2 tracks (full high level)

13. MISCELLANEOUS INSTRUCTIONS.**A. Chestnut Hill West**

— Power operated split switch derails, also equipped with spring mechanisms, are located on both No. 1 and No. 2 Station Tracks. Each derail is located 50 feet east of the home signal governing westward movement from the station. The derails are controlled by the interlocking station. Each derail is equipped with a switch lamp for westward movement from the station.

Switch lamp appears as follows:



RED

Indication: When displaying red, derail set in derailing position.



YELLOW

Indication: When displaying yellow, derail set in non-derailing position.

Westward trains must not start from the platform until yellow aspect appears on switch lamp in addition to the home signal governing westward movement indicating other than Stop. Eastward movement to the station will trail through derail on either track in derailing position. If any movement is stopped before entire train is clear of derail, the movement must not be reversed or slack taken.

9. GRADE CROSSINGS.

A. locations/type

CROSSINGS	MUNICIPALITIES	Mile Post	Tracks	Flashers	Gates	X — Bucks Only	Private	Notes
Main St.	Lansdale	0.10	All	X	X			1
Fifth St.	Lansdale	0.40	All	X	X			
Seventh St.	Lansdale	0.60	All	X	X			
Tile	Hatfield Twp.	1.15	All				X	
Walnut St.	Hatfield Twp.	1.20	All	X				
Cowpath Rd.	Hatfield Twp.	1.45	All	X	X			
Route 309	Hatfield Twp.	2.35	All	X	X			
County Line Rd.	Hatfield Twp.	3.25	All	X	X			
School House Rd.	New Britain Twp.	3.80	All	X				
Private	New Britain Twp.	4.10	All				X	
Private	New Britain Twp.	4.40	All				X	
Private	Chalfont	5.10	All				X	
Route 202	New Britain Twp.	6.10	All	X				
Sand Rd.	New Britain Twp.	6.65	All	X				
Tamenend Ave.	New Britain Twp.	7.10	All	X	X			
Beulah Rd.	Doylestown Twp.	7.70	All	X				
Shady Retreat Rd.	Doylestown Twp.	7.85	All	X	X			
Lower State Rd.	Doylestown Twp.	9.00	All	X	X			

B. special operating conditions

LOCATION	CROSSING	TRACK	See 1138-A1, 1138-A2						Notes
			1	2	3	4	5	6	
Lansdale	5th St.	Yard	X						
	7th St.								
Lansdale	5th St	Single				P			
Lansdale	7th St	Single				P			
Lansdale	Cowpath Rd	Single				P			
Link Belt	Walnut St.	R & B, Inc. Track	X						
Colmar	Rt. 309	Single				P			
Link Belt	County Line Rd.	Single				P			
New Britain	Tamenend Ave.	Single				P			
Del. Val.	Shady Retreat Rd.	Single				P			
Del Val.	Lower State Rd.	Single				P			

NOTE 1 — Crossing watchman on duty continuously to operate crossing protection. Southward trains which have stopped at Lansdale must not proceed over crossing until it has been ascertained that crossing protection has been provided.

10. RADIO BASE STATION LOCATIONS AND TIME MONITORED.

None

11. LOCATIONS OF WAYSIDE PHONES CONNECTING WITH THE TRAIN DISPATCHER OR TOWER OPERATOR.

Lansdale — MU Yard Entrance
 Dale — Southbound home Signal
 Lansdale — 7th Street crossing
 Lansdale — Tile Siding
 Colmar — Station Platform
 CP-Link — at Controlled Signal
 CP-Link — North End Siding
 Chalfont — Station Wall
 CP-Forest — South End of Siding
 CP-Forest — at Controlled Signal
 New Britain — Station
 Del Val College — Station
 CP-Doyle — Controlled Signal
 Doylestown — Electric Substation
 Doylestown — Station Wall
 Doylestown — Crew Quarters

12. CLOSE CLEARANCE.

Doylestown — Station Track (partial high level)
 Lansdale — Single Track (partial high level)

13. MISCELLANEOUS INSTRUCTIONS.

- A. Location and normal position of spring switches.
 Forest siding: on the southern end normal position is for movement from Single Track to the siding; on the northern end normal position is for movement from Single Track to Single Track.
- B. Doylestown
 During daylight savings time and at other times when directed by the Train Dispatcher, MU equipment must be secured with the pantograph(s) down. Refer to SAB-1 for procedures to be followed when storing equipment.
- C. Metal chains are located on Long Siding as follows: 1) 910 feet south of crossover switch, 2) 1200 feet south of crossover switch.

14. MU YARD TRACK DESIGNATIONS AND LENGTHS.

Lansdale MU Yard

Track name/number	length in feet	from fouling point to opposing...
No. 1	540	bumper
No. 2	420	bumper
No. 3	366	bumper

**FOX CHASE LINE
AND CONRAIL TRENTON LINE
(BETWEEN CP-NEWTOWN JCT. AND
CP-CHELLENHAM JCT.)**

35

B. special operating conditions

LOCATION	CROSSING	TRACK	See 1138-A1, 1138-A2						Notes
			1	2	3	4	5	6	
Fox Chase	Oxford Ave.	Single				K			
Fox Chase	Rhawn St.	Single, Siding				K			

NOTE 1 — Northward trains terminating on Single Track will stop with head end at clearance point signs.
Northward trains operating from Fox Chase Siding, after receiving proceed indication on northward interlocking signal, will stop at (C) sign located 15 feet south of Rhawn St. and wait until crossing gates are lowered and crossing is clear of highway traffic before proceeding.

10. RADIO BASE STATION LOCATIONS AND TIME MONITORED.

None

11. LOCATIONS OF WAYSIDE PHONES CONNECTING WITH THE TRAIN DISPATCHER OR TOWER OPERATOR.

CP-Cheltenham Jct.
Ryers — North of Signal
Fox Chase — Pole Box Station Platform
N. Fox Chase
S. Fox Chase

12. CLOSE CLEARANCE.

Fox Chase — Siding Track (partial high level)
Fox Chase — Single Track (partial high level)

13. MISCELLANEOUS INSTRUCTIONS.

- A. CR Trenton Line information is co-published with the permission of Conrail for SEPTA RD operations.
- B. The following are Special Instructions from the Conrail Timetable applicable on the Trenton Line:

1. **SP-1** In the application of Restricted Speed, trains other than passenger trains and track cars must not exceed 15 MPH.

2. **279-1. Signal Rules**

Approach Slow/Approach Medium/Approach Limited
On Conrail, Approach Slow, Approach Medium and Approach Limited aspects may be used at interlockings or controlled points to govern diverting routes. A train receiving an Approach Slow, Approach Medium or Approach Limited aspect on an interlocking or controlled point signal must not increase speed to above Slow Speed, Medium Speed or Limited Speed, respectively, until:

- (1) a more favorable signal aspect has been received, or
- (2) the Engineer has determined that the train is not going to divert.

EXCEPTION: This restriction does not apply to a train whose last signal aspect was Clear.

- C. All train movements at Fox Chase are governed by Rule 121 and Special Instruction 1121-A1.

14. MU YARD TRACK DESIGNATIONS AND LENGTHS.

None

IVY RIDGE LINE

Interlocking Station	Interlocking	Block Station	AAR Channels	STATIONS		Mile Post	Siding Capacity in Feet	Notes
				WEST	EAST			
	X		16	VALLEY (Connection to Amtrak Main Line) R-OVERBROOK		4.0		2 3
				JEFF		4.5		
				WYNNEFIELD AVENUE		4.9		
				BALA		5.7		1
				CYN		6.0		
				CYNWYD		6.1		
				BARMOUTH		6.8		
				MANAYUNK WEST		7.8		
	X			MAN R-OVERBROOK		8.2		
				IVY RIDGE		8.4		
				END OF TRACK		8.6		

- NOTE 1** — When Eastward signal displays Stop (Rule 292), permission to pass the signal must be received from the Tower Operator at SEPTA A Tower.
- NOTE 2** — Refer to Miscellaneous Instruction 13A for special operating procedures.
- NOTE 3** — Train register in service at Jeff.

**1. METHOD OF OPERATION/RULES IN EFFECT,
DESIGNATION AND USE OF MAIN AND CERTAIN
AUXILIARY TRACKS OUTSIDE INTERLOCKING LIMITS.**

BETWEEN	AND	TRACK	ABS	251	261	MBS	MBS-ACT	CSS	Current of Traffic	Notes
Jeff	Valley	No. 1	X	X			X		E.	
Valley	Jeff	No. 2	X	X			X		W.	
Jeff	Cyn	Single	X							
Cyn	End of Track	Running Track	Rule 97							1

X — Indicates in service.

Tracks are numbered south to north.

NOTE 1 — Running track is removed from service from a barricade erected 1000 feet west of Cynwyd to End of Track, but may be used by work trains or track equipment when authorized by Foreman in charge. Trains must stop short of the barricade.

2. TRAIN DISPATCHER IN CHARGE.

SEPTA RROC, Desk C

3. MAXIMUM AUTHORIZED SPEEDS AND SPEED RESTRICTIONS.

BETWEEN/AT	Single Track		No. 1 Track		No. 2 Track		No. 3 Track		No. 4 Track	
	PSG.	FRT.	PSG.	FRT.	PSG.	FRT.	PSG.	FRT.	PSG.	FRT.
Valley and Jeff			25	10	25	10				
Except: Curve at Valley Interlocking					15	10				
Curve between Jefferson St. bridge and 52nd St.			20	10						
Jeff and Cyn	25	10								
Cyn and End of Track	Restricted Speed not exceeding 10 MPH									

4. EQUIPMENT RESTRICTIONS.

- A. In reference to the models of engines listed in Special Instruction 1158-A1:
— Column 5 engines are prohibited.

5. AC ELECTRICAL OPERATING INSTRUCTIONS:

- A. Power Dispatcher in charge
— Amtrak power director at 30th St.
B. tracks equipped
— main and interlocking tracks
C. pantograph pressure switch operation
— high position
D. special operating conditions
— None

6. LOCATIONS OF STANDARD CLOCKS, BULLETIN BOARDS AND EMPLOYEE REGISTERS.

None

7. LOCATIONS AND TIME-OUTS OF ELECTRICALLY LOCKED HAND OPERATED SWITCHES.

None

8. LOCATIONS OF HAND OPERATED SWITCHES WHERE RULE 261 IS IN EFFECT THAT ARE NOT ELECTRICALLY LOCKED.

None

9. GRADE CROSSINGS.

A. locations/type

CROSSINGS	MUNICIPALITIES	Mile Post	Tracks	Flashers	Gates	X — Bucks Only	Private	Notes
Wright St.	Philadelphia	8.10	All	X				
Gates St.	Philadelphia	8.20	All	X				1

B. special operating procedures

Note 1 — Pedestrian walkway only, not a highway grade crossing.**10. RADIO BASE STATION LOCATIONS AND TIME MONITORED.**

None

11. LOCATIONS OF WAYSIDE PHONES CONNECTING WITH THE TRAIN DISPATCHER OR TOWER OPERATOR.

None

12. CLOSE CLEARANCE.

Employees should take care at the following locations where close clearance exists between train and platform:

Bala — Single Track (partial high level)

Ivy Ridge — Single Track (full high level)

13. MISCELLANEOUS INSTRUCTIONS.

A. Location and normal position of spring switches:

Jeff, normal position is lined for movement from Single Track to No. 1 track.

B. Eastward movements at Jeff:

Movement is governed by signal indication. When train encounters Stop Signal (Rule 292) on Single Track at Jeff, train must stop and be governed as follows:

1. Crew member must examine switch.

a. If switch is found in reverse position, operate hand ground lever to restore switch to normal position.

- b. If switch is found in normal position, crew member must examine switch for proper alignment or obstruction between switch point and stock rail. Crew member must then operate switch by aligning to the reverse position and returning to the normal position. If signal at Jeff does not clear, the Train Dispatcher must be notified immediately.

Whenever spring switch is reversed by hand, the switch must be restored to normal position by hand.

C. Special Operation Procedures

1. Schedule authority or Movement Permit Form D is the permission to occupy Single track and Running track between Jeff and Cynwyd.
2. Trains at Valley will communicate with Amtrak Overbrook on AMTRAK ROAD channel 54. All other trains on the Ivy Ridge Line will communicate with SEPTA A Tower via SEPTA SOUTH ROAD Channel 16.
3. A Train Register is placed in service and is located in a wayside box on the north side of cat pole 220/20, which is adjacent to the hand-operated switch at Jeff. The Conductor of each train must register the arrival of his/her train at Jeff.
4. Westbound trains must not pass Jeff without the Conductor examining the train register and ascertaining that the last scheduled eastbound train has arrived and registered.



The Conductor of each westbound train must examine the register for westbound trains. If the last westbound train was an extra train, he/she must determine that the last eastbound scheduled train has registered and contact A Tower to determine that no extra trains have been authorized to depart Cynwyd eastbound. If the last registered westbound train was a scheduled train, the Conductor must determine that the last eastbound scheduled train has registered.

If the train has not been registered, the Conductor must contact A Tower for instructions. The Tower Operator at A Tower must contact the Train Dispatcher and inform him of the situation. After the Train Dispatcher has determined that the last authorized eastbound train has cleared Jeff, he may verbally authorize the westbound train to proceed westward from Jeff.

5. The arrival and departure of all trains at Cynwyd must be reported to the Tower Operator at A Tower.
6. Extra trains must not occupy Single track between Jeff and Cyn without a Movement Permit Form D.
7. Trains must not reverse direction between Valley and Cyn without verbal permission from the Tower Operator at A Tower. Reverse movements must be made at Restricted Speed.
8. Permission to pass Stop Signals (Rule 292) at Jeff and Cyn will be given by the Tower Operator at A Tower. Permission must not be given without being authorized by the Train Dispatcher. Before authorizing permission to pass a Stop Signal, the Train Dispatcher must first determine that there are no conflicting movements.

14. MU YARD TRACK DESIGNATIONS AND LENGTHS.

None

Interlocking Station	Interlocking	Block Station	AAR Channels	STATIONS		Mile Post	Sidings Capacity in Feet	Notes
				 NORTH	 SOUTH			
X	X	X	16	ZOO (Connection to Amtrak at Southward [Amtrak Eastward] Interlocking Limits)		1.9		
	X			WEST	R-BROAD	1.1		
	X	P		30TH ST.	R-BROAD	0.9		2
	X			SCHUYLKILL	R-BROAD	0.8		
	X			20TH STREET	R-BROAD	0.6		
X	X			BROAD		0.4		
	X			SUBURBAN STATION				
					R-BROAD	0.0		
	X			JUNIPER	R-BROAD	0.2		4
P	X			MARK		0.4		3
				MARKET EAST		0.5		
	X			VINE	R-MARK	0.8		
				BROWN		1.6		1
						1.1		
				TEMPLE U.		1.8		
	X			DIAMOND	R-WAYNE	2.4		
				NORTH BROAD STREET		2.9		
	X		90	16TH ST. JCT.				
					R-WAYNE			
				(Connection to Norristown Line)		3.5		
				TIOGA		4.0		
	X			HUNT	R-WAYNE	4.5		
X	X	X		WAYNE (Connection to Chestnut Hill East Line and CR-Blue Line Connecting Branch)				2
						5.1		
X				WIND		5.1		
				WAYNE JUNCTION		5.2		
				LOGAN		5.9		
	X			CP-NEWTOWN JUNCTION				
				(Connection to CR-Trenton Line)				
					R-WAYNE	6.2		
				FERN ROCK TC				
				(Fern Rock Transportation Center)		7.0		
	X			TABOR JCT.	R-WAYNE	7.1		

Interlocking Station	Interlocking	Block Station	AAR Channels	STATIONS		Mile Post	Sidings Capacity in Feet	Notes
				<div> <div></div> NORTH </div>	<div> <div></div> SOUTH </div>			
				MELROSE PARK		8.4		
				ELKINS PARK		9.2		
				JENKINTOWN-WYNCOTE		10.7		
	X			JENKIN (Connection to Neshaminy Line)	R-WIND	10.8	1360	
				GLENSIDE		11.9	1750	
	X			CARMEL (Connection to Warminster Line)	R-WIND	12.1		
				NORTH HILLS		13.0		
				SOUTH ORE		13.7		FW
				ORELAND		13.8		
				NORTH ORE		14.0		TW
				FELLWICK		14.8		
				FT. WASHINGTON		15.9		
				SOUTH AMBLER		17.1		TW
				AMBLER		17.2		
				PENLLYN		18.8		
				GWYNEDD VALLEY		20.0		
				GWYN		20.2		TW
				NORTH WALES		22.4		
				PENNBROOK		23.5		
	X			DALE (Connection to Doylestown Line, CR-Stoney Creek Branch and Bethlehem Running Track, Bethlehem Industrial Track, Lansdale siding)	R-WIND	24.2		

NOTE 1 — Brown denotes location of mile post transition from Suburban Station to distance from former Reading Terminal, i.e., mileage 1.6 from Suburban Station equals mileage 1.1 from former Reading Terminal.

NOTE 2 — Displays Form D indicator.

NOTE 3 — Mark Interlocking Station open as follows:
6:00 AM to 10:00 PM, daily

NOTE 4 — Juniper interlocking in service on No. 2 and No. 3 track only.

**1. METHOD OF OPERATION/RULES IN EFFECT,
DESIGNATION AND USE OF MAIN AND CERTAIN
AUXILIARY TRACKS OUTSIDE INTERLOCKING LIMITS.**

BETWEEN	AND	TRACK	ABS	251	261	MBS	MBS-ACT	CSS	Current of Traffic	Notes
Zoo	Wayne	No. 1, No. 2, No. 3 and No. 4	X		X			X		1
Wayne	CP- Newtown Junction	No. 1 and No. 2	X		X					
CP- Newtown Junction	Tabor Junction	No. 1	X	X			X		S.	
CP- Newtown Junction	Tabor Junction	No. 0, No. 2	X		X					
Tabor Junction	Dale	No. 1	X	X			X		S.	
Tabor Junction	Dale	No. 2	X	X			X		N.	
Powelton Ave. Yard		All	Rule 98							
Suburban Station		No. 0, 5, 6, 7	Rule 98							2
Roberts Ave. Yard		All	Rule 98							
Wayne Electric Car Yard		All	Rule 98							
Cheltenham Hills Siding			Rule 96							
Glenside Siding		All	Rule 96							
Glenside Layoff			Rule 96							
Lansdale Siding			Rule 96							

X — Indicates in service.

Tracks are numbered east to west 1-2-3-4 between Zoo and Wayne. Tracks are numbered west to east 1-2 between North Limits of Wayne and Dale.

NOTE 1 — Interlocking limits, Zoo interlocking, are as follows: on No. 1 and No. 2 tracks at interlocking signals 740 feet south of Spring Garden St. overhead bridge; and on No. 3 and No. 4 tracks at interlocking signals 487 feet south of Spring Garden St. overhead bridge.

NOTE 2 — Northward movements are governed by signal indication; southward movements are governed by Restricted Speed to the northern limits of Broad.

2. TRAIN DISPATCHER IN CHARGE.

Desk C at Regional Rail Operations Center between Zoo and Suburban Station including Suburban Station

Desk B at Regional Rail Operations Center between Suburban Station and CP-Newtown Jct.

Desk A at the Regional Rail Operations Center between CP-Newtown Jct., including CP-Newtown Jct., and Dale.

3. MAXIMUM AUTHORIZED SPEEDS AND SPEED RESTRICTIONS.

BETWEEN/AT	Single Track		No. 1 Track		No. 2 Track		No. 3 Track		No. 4 Track	
	PSG.	FRT.	PSG.	FRT.	PSG.	FRT.	PSG.	FRT.	PSG.	FRT.
Eastern limits of Amtrak Zoo Interlocking and Curve North of Powelton Ave. signal bridge			30	10	30	10	30	10	30	10
Curve North of Powelton Ave. signal bridge and southern limits of Schuylkill			25	10	25	10	25	10	25	10
Except: Diverging routes at West, Schuylkill, 20th St, Broad and Juniper Interlockings	Route									
	15	10								
Southern limits of Schuylkill Interlocking and northern limits of Vine Interlocking			20	10	20	10	20	10	20	10
Diverging routes at Vine Interlocking	Route									
	20	20								
Northern limits of Vine Interlocking and Brown (northward)			45	10	45	10	45	10	45	10
Northern limits of Vine Interlocking and Brown (southward)			35	10	35	10	35	10	35	10
Brown and southern limits of 16th St. Jct. Interlocking			45	35	45	35	45	35	45	35
Except: Curves North and South of Temple U.									15	15
Within North Broad St. station platform limits			20	20	30	20	30	20	20	20

BETWEEN/AT	Single Track		No. 1 Track		No. 2 Track		No. 3 Track		No. 4 Track	
	PSG.	FRT.	PSG.	FRT.	PSG.	FRT.	PSG.	FRT.	PSG.	FRT.
Within 16th St. Jct. Interlocking			30	25	30	25	30	25	30	25
All diverging routes	Route									
	10	10								
Northern limits of 16th St. Jct. Interlocking and southern limits of Wayne Interlocking			50	25	50	35	50	35	50	25
Except: Diverging route at Hunt Interlocking	Route									
	20	20								
Within Wayne Interlocking			30	25	50	25	50	25	50	25
Except: Within Wayne Jct. station platform limits			25	10	25	25	25	25		
All other diverging routes	Route									
	30	30								
Northern limits of Wayne Interlocking and southern limits of CP-Newtown Jct. Interlocking			60	40	60	40				
Except: Curve south of Logan and CP-Newtown Jct. Interlocking					45					
Within CP-Newtown Jct. Interlocking			20	20	20	20				
All diverging routes	Route									
	20	20								
Northern limits of CP-Newtown Jct. and Southern limits Tabor Jct.	No. 0									
	20	10								
Northern limits of CP-Newtown Jct. Interlocking and southern limits of Jenkin Interlocking			60	40	60	40				
Within Jenkin Interlocking			35	10	35	10				
Northern limits of Jenkin Interlocking and southern limits of Dale Interlocking			55	40	55	40				

BETWEEN/AT	Single Track		No. 1 Track		No. 2 Track		No. 3 Track		No. 4 Track	
	PSG.	FRT.	PSG.	FRT.	PSG.	FRT.	PSG.	FRT.	PSG.	FRT.
Except: To or from Warminster Line	Route									
	20	20								
Curves between catenary pole 14/17 south of Fellwick and catenary pole 15/13 north of Fellwick				50		50				
Butler Pike (MP 17.25) grade crossing						50				
Movement against the current of traffic within control circuits at: Butler Pike (MP 17.25) (See Note 1) Mt. Pleasant Ave. (MP 17.80) Hancock St. (MP 23.70)				15 50 40	15 40 40	15 50 40	15 40 40			
Within Dale Interlocking				30	25	30	25			
Except: Diverging routes	Route									
	15	15								
Within Powelton Ave. Yard	Restricted Speed not exceeding 5 MPH									
Within Roberts Ave. Yard	Restricted Speed not exceeding 5 MPH									
Except: Roberts Ave. Yard lead to and from Hunt, Roberts Ave. Yard lead to and from Chestnut Hill East Line	Restricted Speed									
Within Wayne Electric Car Yard	Restricted Speed not exceeding 5 MPH									
Cheltenham Hills Siding	Restricted Speed not exceeding 5 MPH									
Glenside Siding	Restricted Speed not exceeding 5 MPH									
Glenside Layoff	Restricted Speed not exceeding 5 MPH									
Lansdale Siding	Restricted Speed not exceeding 10 MPH									
NOTE 1 — Northward trains operating against the current of traffic on No. 1 track must not exceed 15 mph between South Ambler and Butler Pike; southward trains operating against the current of traffic on No. 2 track must not exceed 15 mph between Signal No. 317 (located at north end of passenger platform) and Butler Pike.										
4. EQUIPMENT RESTRICTIONS.										
A. Models SD-45, SDP-45 locomotives are prohibited between 30th St. and Suburban Station.										
B. Wind deflectors (storm windows) on Model SW-1500 must be in the closed position for movement at 30th St.										

- C. Due to close overhead clearance the Brown Hoist, Snow Ballast Cleaning Equipment and Track Sweepers are prohibited between 30th St. and Suburban Station.
- D. High and Wide freight cars are prohibited from occupying No. 0 track within the platform limits of Fern Rock TC.

5. AC ELECTRICAL OPERATING INSTRUCTIONS:

- A. Power Dispatcher in charge
 - Amtrak power director at 30th St. between Zoo and Schuylkill and SEPTA RD Wayne Jct. between Schuylkill and Dale.
- B. tracks equipped
 - main, interlocking and station tracks between Zoo and Dale, and the following auxiliary tracks between Schuylkill and Dale are also equipped: Powelton Ave. Yard (except No. 17 track), Roberts Ave. Yard (except Centennial track), Wayne Electric Car Yard (except No. 1, No. 2, No. 3, No. 4, No. 5 and No. 8 inside the buildings and Wayne Hole Track leading to the Electric Traction Dept.), Cheltenham Hills Siding, Glenside Layoff, Glenside Siding, Lansdale Siding and the crossovers at South Ore, North Ore, South Ambler and Gwyn and the Bethlehem Running and Industrial tracks to a point 325 feet north of Lansdale as designated by a sign "END OF CONTACT WIRE" suspended between the running and industrial tracks.
- C. pantograph pressure switch operation
 - high position between Zoo and Market East, low position between Market East and Dale.
- D. special operating conditions
 - pantograph(s) must not be raised or lowered between Broad and Brown unless traction power has been removed from the catenary. Requests for traction power removal by maintenance personnel will be made to the Tower Operator at Broad who will then communicate with the Power Dispatcher. Once the Tower Operator advises the maintenance personnel that the desired circuit has been de-energized, pantographs may be lowered. Before performing any work on the roof or on high voltage circuits of electric equipment, the grounding switch must be closed.
 - phase break in service on No. 1, No. 2, No. 3 and No. 4 Tracks on catenary pole 1/12 (between Brown and Temple University). Phase break signs and position light phase break indicators are in service.

Master controllers on MU equipment, control cars, and electric locomotives must be in the "OFF" position between catenary pole 1/11 and catenary pole 1/13. The master controller must remain in the "OFF" position until the head end of the controlling MU unit or the electric locomotive has passed the applicable distance sign. (Signs are numbered 1 through 10 indicating car length distances beyond phase break.) When past the appropriate sign, engineer may move master controller to another position.

6. LOCATIONS OF STANDARD CLOCKS, BULLETIN BOARDS AND EMPLOYEE REGISTERS.

- Powelton Ave. Yd. Crew Quarters
- standard clock, bulletin board and employee register
- Amtrak "S" Office (CETC, 30th St.)
- standard clock and bulletin board

Broad

— standard clock and bulletin board

Regional Rail Operations Center

— standard clock and bulletin board

Suburban Station (Stationmaster's Office)

— standard clock, bulletin board and employee register

Mark

— standard clock and bulletin board

Market East (Stationmaster's Office)

— standard clock and bulletin board

Wayne

— standard clock and bulletin board

Wind

— standard clock and bulletin board

Roberts Ave. Yd. Crew Quarters

— standard clock, bulletin board and employee register

NOTE — Suburban Station, RROC, Powelton Ave. Yard, and Roberts Ave. Yard post Amtrak and Conrail Bulletin Orders; Wayne posts Conrail Bulletin Orders. Broad posts Amtrak Bulletin Orders.

7. LOCATIONS AND TIME-OUTS OF ELECTRICALLY LOCKED HAND OPERATED SWITCHES.

NOTE — See 1104-A1 for operation of specific type.

SWITCH IDENTIFICATION	MILE POST	TRACK	TYPE	TIME-OUT
Salt Track	2.70	No. 1	USS-SL25	3 Min. 14 Sec.
Zurn Oil	3.40	No. 1	USS-SL25	3 Min. 5 Sec.
Fleers	6.40	No. 0	USS-SL25	3 Min. 15 Sec.
N. end Glenside (20SW)	12.10	No. 1	GRS-M10	Controlled by Wind Opr.

8. LOCATIONS OF HAND OPERATED SWITCHES WHERE RULE 261 IS IN EFFECT THAT ARE NOT ELECTRICALLY LOCKED.

None

9. GRADE CROSSINGS.

A. locations/type

CROSSINGS	MUNICIPALITIES	Mile Post	Tracks	Flashers	Gates	X — Bucks Only	Private	Notes
Weaver's	Philadelphia	1.70	3 & 4				X	4
PECO	Abington Twp.	11.00	All	X			X	
Rices Mill Rd.	Abington Twp.	11.30	All	X	X			
Church St.	Ambler	16.70	All			X		
Butler Pike	Ambler	17.25	All	X	X			1,3
Mt. Pleasant Ave.	Ambler	17.80	All	X	X			3
Gwynedd Pike (Plymouth Rd.)	Lower Gwynedd Twp.	20.00	All	X	X			

CROSSINGS	MUNICIPALITIES	Mile Post	Tracks	Flashers	Gates	X — Bucks Only	Private	Notes
Main St.	North Wales	22.10	All	X	X			2
Second St.	North Wales	22.15	All	X	X			2
Third St.	North Wales	22.20	All	X	X			2
Walnut St.	North Wales	22.30	All	X	X			2
Beaver St.	North Wales	22.40	All	X	X			2
Church Rd.	Lansdale	23.40	All	X	X			
Hancock St.	Lansdale	23.70	All	X	X			5
Broad St.	Lansdale	24.20	All	X	X			

B. special operating conditions

LOCATION	CROSSING	TRACK	See 1138-A1, 1138-A2						Notes
			1	2	3	4	5	6	
Powelton Ave. Yard	Weaver's	No. 3 No. 4							4
Jenkintown	Rice's Mill Rd.	No. 1 No. 2				K			
Ambler	Butler Pike	No. 1 No. 2				K			1, 3
	Mt. Pleasant Avenue	No. 1 No. 2							3
Gwynedd Valley	Gwynedd Pike	No. 1 No. 2				K			
North Wales	Main St., Second St., Third St., Walnut St., Beaver St.	No. 1 No. 2				K K K K K			2
	Church Road	No. 1 No. 2				P			
Pennbrook	Hancock Street	No. 1 No. 2				P			5
Lansdale	Broad St.	No. 1, No. 2				K			
Lansdale	Main St.	No. 1, No. 2				K			

NOTE 1 — All passenger trains performing station work in either direction on No. 1 and No. 2 Tracks at Ambler must stop with entire train clear of Butler Pike highway grade crossing.

All engines of trains switching, picking up or setting out cars in the vicinity of Ambler must approach Butler Pike crossing prepared to stop and must not move onto the crossing until gates are fully lowered and crossing is clear of highway traffic.

NOTE 2 — Southward trains on No. 1 Track making station stop at North Wales, must not exceed a speed of 25 MPH between a point 1900 feet north of North Wales, as designated by sign located adjacent to No. 1 Track and North Wales. Train must stop with leading end of train north of (C) sign, located north of Walnut Street.

Southward trains making a station stop at North Wales must not exceed a speed of 30 MPH between North Wales and Main Street crossing located 1558 feet south of North Wales.

Trains approaching these crossings against the current of traffic on No. 1 Track must not exceed a speed of 30 miles per hour between a location 1320 feet south of Main Street and Beaver Street and on No. 2 Track between a location 1330 feet north of Beaver Street and Main Street. After lead end of train moving northward on No. 1 Track has passed Beaver Street or lead end of train moving southward on No. 2 Track has passed Main Street, speed may be increased.

NOTE 3 — Northbound passenger trains terminating at Ambler must not exceed a speed of 15 miles per hour between South Ambler and Butler Pike, to prevent actuation of crossing protection at Mount Pleasant Avenue.

NOTE 4 — Protection of highway vehicle(s) using this grade crossing will be accomplished as follows:

1. An employee qualified on the operating rules, or who has been specifically qualified on this procedure must contact Broad and request permission to use the crossing.
2. The Tower Operator at Broad must inform the train dispatcher of the request.
3. The Train Dispatcher must determine that trains are clear of the affected area, signals have been placed in the Stop position, and blocking devices have been applied before informing Broad that the vehicle(s) may cross.
4. After receiving permission the vehicle(s) may remove lock and open gate, cross the tracks, close and lock gate, and report the movement clear of the crossing to Broad.
5. The Tower Operator at Broad will then inform the Train Dispatcher that the movement is clear.

NOTE 5 — Initial Southward start circuit for automatic highway crossing protection No. 1 Track is located at Southern limits of Dale; restart circuit for automatic highway crossing protection, indicated by yellow stripes painted on inside and outside of rail, is located 835 feet South of Dale (185 feet south of Cat Pole 23/31).

Southward train movements stopped or delayed between start and restart circuits on No. 1 track are governed by **Rule 138(g)(3)** and must not pass over crossing until gates are in horizontal position and crossing lights are flashing.

10. RADIO BASE STATION LOCATIONS AND TIME MONITORED.

Broad and Mark monitor SEPTA SOUTH ROAD channel 16 continuously.

Wayne and Wind monitor SEPTA YARD channel 19, SEPTA NORTH ROAD channel 90, and CONRAIL ROAD #2 channel 64 continuously.

11. LOCATIONS OF WAYSIDE PHONES CONNECTING WITH THE TRAIN DISPATCHER OR TOWER OPERATOR.

Weaver's Crossing

Brown

Temple U. — East side of track adjacent to siding

Diamond — North and South Int. Signals

York Street Bridge

North Broad — Pole box Track 5 — Northbound platform

North Broad — Signal Mast 54

16th Street Junction — North and South Int. Signals

Allegheny Avenue
 North of Nicetown Station
 Wayne Junction
 CP-Newtown Junction — Northward and Southward Int. Signals
 Tabor Junction — Northward Int. Signals
 Fern Rock
 Melrose Park
 Elkins Park
 Ogontz — 300 yards south of Church Road
 Jenkin — Southward Int. Signal
 Keswick Avenue — U.G. Br.
 Glenside — North end platform
 Glenside — North end inbound Signal Cat. 12/21
 North Hills — Station
 South Ore — Crossover
 Oreland — South end platform
 Oreland — Tank car siding
 Fort Washington — Station
 Ambler — South end outbound signal
 South Ambler — Crossover
 Ambler — Old station platform
 Penlyn — Platform
 Gwyn — Crossover
 North Wales — Main Street x-ing
 North Wales — Beaver Street x-ing
 Lansdale — East end outbound signal
 Lansdale — Station hallway

12. CLOSE CLEARANCE.

Employees should take care at the following locations where close clearance exists between train and platform:

30th St. — All tracks (full high level)
 Suburban Station — All tracks (full high level)
 Market East — All tracks (full high level)
 Wayne Jct. — No. 1 and No. 2 tracks (full high level)
 Fern Rock Transportation Center — No. 1 and No. 2 tracks (full high level)
 Ambler — No. 1 and No. 2 tracks (partial high level)
 Pennbrook — No. 1 and No. 2 tracks (partial high level)
 Lansdale — Plug track (partial high level)

13. MISCELLANEOUS INSTRUCTIONS.

B. INTERLOCKING SIGNALS SUBURBAN STATION

Southward movements must not start from station tracks (number 0, 5, 6 and 7) when the interlocking signal governing that movement at the southern end of the station platform indicates Stop unless authorized verbally by the Tower Operator at Broad to advance to that signal.

When the engine stands south of that interlocking signal so that the indication cannot be seen by the Engineer, the movement must not start southward until Engineer contacts Broad for permission to proceed.

**NESHAMINY LINE
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3. MAXIMUM AUTHORIZED SPEEDS AND SPEED RESTRICTIONS.

BETWEEN/AT	Single Track		No. 1 Track		No. 2 Track		No. 3 Track		No. 4 Track	
	PSG.	FRT.	PSG.	FRT.	PSG.	FRT.	PSG.	FRT.	PSG.	FRT.
Jenkin and CP-Wood			70	40	70	40				
Except: CP-Fairless Jct.: To and from Fairless Branch	Route									
	30	25								
Nesh and CP-Wood	50	50								
Jenkin: Within Interlocking Limits			35	10	35	10				
Curves Jenkin to Noble			50		50					
Northward: Beth and Red Lion Rd., MP 15.75			20	20						
Catenary 18/17 and Catenary 18/18			30	25						
CP-Wood and Trent			60	40	60	40				
West Trenton Yard	Restricted Speed not exceeding 5 MPH									
Northbound Layoff	Restricted Speed not exceeding 5 MPH									
Southbound Layoff	Restricted Speed not exceeding 5 MPH									
Against Current of Traffic										
Entire Trenton Line	passenger 50 MPH; freight 40 MPH									

4. EQUIPMENT RESTRICTIONS.

None

5. AC ELECTRICAL OPERATING INSTRUCTIONS:

- A. Power Dispatcher in charge
— SEPTA RD Wayne Jct.
- B. tracks equipped
— No.1 and No.2 tracks from Jenkin to catenary pole 32/21 located north of Trent, northbound and southbound layoff tracks at Jenkin, crossovers at Steel and Beth and West Trenton Yard
- C. pantograph pressure switch operation
— low position
- D. special operating conditions
— during periods of high winds, electric trains must drop pantographs while crossing the Delaware River Bridge

6. LOCATIONS OF STANDARD CLOCKS, BULLETIN BOARDS AND EMPLOYEE REGISTERS.

None

**NESHAMINY LINE
AND CONRAIL TRENTON LINE
(BETWEEN NESHAMINY AND TRENT)**

7. LOCATIONS AND TIME-OUTS OF ELECTRICALLY LOCKED HAND OPERATED SWITCHES.

NOTE — See 1104-A1 for operation of specific type.

SWITCH IDENTIFICATION	MILE POST	TRACK	TYPE	TIME-OUT
S. end Southbound Layoff (see note)	10.80	No. 1	USS-SL25	Controlled by Wind Opr.

NOTE — Derail must be removed before switch may be thrown reverse.

8. LOCATIONS OF HAND OPERATED SWITCHES WHERE RULE 261 IS IN EFFECT THAT ARE NOT ELECTRICALLY LOCKED.

None

9. GRADE CROSSINGS.

A. locations/type

CROSSINGS	MUNICIPALITIES	Mile Post	Tracks	Flashers	Gates	X — Bucks Only	Private	Notes
Rydal Rd.	Abington Twp.	12.60	All	X	X			
Red Lion Rd.	Lower Moreland Twp.	15.75	All	X	X			1
Pine Rd.	Lower Moreland Twp.	16.35	All	X	X			
Tomlinson Rd.	Lower Moreland Twp.	16.55	All	X	X			
Byberry Rd.	Philadelphia	17.65	All	X	X			
Bellevue Ave.	Langhorne	23.90	All	X	X			
Woodbourne Rd.	Middletown Twp.	26.50	All	X	X			
Township Line Rd.	Middletown Twp.	27.50	All	X	X			
Dobry Rd.	Lower Makefield Twp.	27.70	All			X		
Heacock Rd.	Lower Makefield Twp.	28.20	All	X	X			
Stoney Hill Rd.	Lower Makefield Twp.	28.70	All	X	X			
Edgewood Rd.	Lower Makefield Twp.	29.70	All	X	X			

B. special operating conditions

LOCATION	CROSSING	TRACK	See 1138-A1, 1138-A2						Notes
			1	2	3	4	5	6	
Rydal	Rydal Rd.	No. 1, No. 2				K			
Bethayres	Red Lion Rd.	No. 1, No. 2			X	K			1

NESHAMINY LINE AND CONRAIL TRENTON LINE (BETWEEN NESHAMINY AND TRENT)

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LOCATION	CROSSING	TRACK	See 1138-A1, 1138-A2						Notes
			1	2	3	4	5	6	
Philmont	Pine Rd.	No. 1, No. 2				K			
Philmont	Tomlinson Rd.	No. 1, No. 2				P			
Forest Hills	Byberry Rd.	No. 1, No. 2				P			

NOTE 1 — Initial start circuit for automatic highway crossing protection No. 2 track is located 50 feet north of the north end of Bethayres passenger station platform; restart circuit for automatic highway crossing protection, indicated by yellow stripes painted on inside and outside of rail joint, is located 800 feet north of Beth crossover.

Northward train movements stopped or delayed between start and restart circuits, or crossing from No. 1 track to No. 2 track at Beth, are governed by **Rule 138 (g) (3)** and must not pass over crossing until gates are in horizontal position and crossing lights are flashing.

10. RADIO BASE STATION LOCATIONS AND TIME MONITORED.

Conrail Trent monitors CONRAIL ROAD #2 channel 64 continuously.

11. LOCATIONS OF WAYSIDE PHONES CONNECTING WITH THE TRAIN DISPATCHER OR TOWER OPERATOR.

Jenkin — Southward Int. Signal Pole 10/27
 Beth Ayres — Northward Signal No. 69
 Beth Ayres — Box on Pole 14/17
 Beth Ayres — Southward Signal Pole 15/2
 Bethayres — Adjacent to partial high level platform.
 Philmont — (Pole 16/10)
 Philmont — South end of yard (Pole 16/13)
 Philmont — North end of yard (Pole 17/5)
 CP-Neshaminy — Northward and Southward int Signals
 Langhorne — Booth North of Bellevue Ave. Pole 23/19
 Langhorne — Signal Bridge Pole 24/10
 CP-Fairless Jct. — Signal Mast Pole 25/5
 CP-Woodbourne — Northward Home Signal
 CP-Woodbourne — Southward of Yard Pole 26/7
 Woodbourne — Pole 26/3
 Woodbourne Northend of Yard Pole 26/5
 CP-Wood — Northward Home Signal Pole 26/15
 CP-Wood — Outside Relay House Pole 26/21
 CP-Wood — Southward Home Signal Pole 27/4.
 Yardley — Edgewood Road Crossing
 Yardley — South of Station Pole 30/6
 Yardley — South of Station Pole 30/16
 West Trenton Station — Southbound Platform
 West Trenton — MU — Yard

12. CLOSE CLEARANCE.

Employees should take care at the following locations where close clearance exists between train and platform:

Beth Ayres — No. 1 and No. 2 tracks (partial high level)
 Forest Hills — No. 1 and No. 2 tracks (partial high level)
 Neshaminy Falls — No. 1 and No. 2 tracks (partial high level)
 Langhorne — No. 1 track (partial high level)

NESHAMINY LINE AND CONRAIL TRENTON LINE (BETWEEN NESHAMINY AND TRENT)

13. MISCELLANEOUS INSTRUCTIONS.

- A. Conrail Trenton Line information is co-published with the permission of Conrail for SEPTA RD operations.
- B. The following are Special Instructions from the Conrail Timetable applicable on the Trenton Line:

- 1. **SP-1** In the application of Restricted Speed, trains other than passenger trains and track cars must not exceed 15 MPH.

- 2. **Signal Rules**

Approach Slow/Approach Medium/Approach Limited

On Conrail, Approach Slow, Approach Medium and Approach Limited aspects may be used at interlockings or controlled points to govern diverting routes. A train receiving an Approach Slow, Approach Medium or Approach Limited aspect on an interlocking or controlled point signal must not increase speed to above Slow Speed, Medium Speed or Limited Speed, respectively, until:

- (1) a more favorable signal aspect has been received, or
- (2) the Engineer has determined that the train is not going to divert.

EXCEPTION: This restriction does not apply to a train whose last signal aspect was Clear.

- 3. **14-1. State of New Jersey P.U.C. Order**

Engineers will use one long sound of the engine whistle or horn approaching a passenger station on a track adjacent to a platform during daylight hours. This signal is not required during hours of darkness except when Engineer observes persons on or near station platform.

- C. **West Trenton**

During daylight savings time and at other times when directed by the Train Dispatcher, MU equipment must be stored with the pantograph(s) down. Refer to SAB-1 for procedures for storing equipment.

14. MU YARD TRACK DESIGNATIONS AND LENGTHS.

West Trenton Yard

- A. **Method of Operation/Rules in effect, designation and use of main and certain auxiliary tracks outside interlocking limits.**
— Rule 98
- B. **Employee in charge.**
Tower Operator — Trent
- C. **Maximum authorized speeds and speed Restrictions.**
All tracks are Restricted Speed not exceeding 5 MPH.
- D. **Equipment Restrictions.**
— None

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E. AC Electrical Operating Instructions:

1. Power Dispatcher in charge
— SEPTA RD — Wayne Jct.
2. tracks equipped
— runner, No. 1, No. 2, No. 3
3. pantograph pressure switch operation
— low position
4. special operating conditions
— None

F. Location of standard clocks, bulletin boards and employee registers.

— None

G. Locations and time-outs of electrically locked hand operated switches.

— None

H. Locations of hand operated switches where rule 261 is in effect that are not electrically locked.

— None

I. Grade crossings.

1. locations/type
— None
2. special operating conditions
— None

J. Radio base station locations and time monitored.

Conrail Trent monitors CONRAIL ROAD #2 channel 64 continuously.

K. Locations of wayside phones connecting with the Train Dispatcher or Tower Operator.

— None

L. Close clearance.

— None

M. Miscellaneous instructions.



— None

West Trenton Yard Tracks

Track name/number	length in feet	from fouling point to opposing...
Runner	510	*see note
No. 1	475	bumper
No. 2	500	bumper
No. 3	382	bumper

NOTE — Distance is to end of track.

NORRISTOWN LINE

Interlocking Station	Interlocking	Block Station	AAR Channels	STATIONS		Mile Post	Siding Capacity in Feet	Notes
				 NORTH	 SOUTH			
	X			16TH ST. JCT. (Connection to Amtrak and Main Line)	R-WAYNE	3.5		
				ALLEGHENY		4.0		
				28TH STREET JCT.		4.5		TW
				EAST FALLS		5.5		
				DRIVE		6.2		TW
				WISSAHICKON		6.4		
				MANAYUNK EAST		7.5		
				GREEN		7.9		TW
				IVY RIDGE		8.2		
				SHAWMONT		9.4		
				RIVER		10.6		TW
				MIQUON		10.7		
				SPRING MILL		12.3		
				CONSHOHOCKEN		13.5		
				CREEK		13.8		TW
				PLYMOUTH JCT. (Connection to CR-Plymouth Industrial Track)		14.2		FW
				IVY ROCK		15.3		TW
				MOGEES		15.8		
	X		90	FORD	R-WAYNE			3
				Connection to CR-Morrisville Connecting Track		16.8		
				SAWMILL		17.0		TW
				NORRISTOWN TC (Norristown Transportation Center)		17.2		
	X			KALB (to Elm St.)	R-WAYNE	17.3		
	X			BRIDGE	R-WAYNE	17.6		
				MAIN STREET		17.7		
	X			ELM	R-WAYNE	17.9		
				(Connection to CR-Stoney Creek Branch)				
				ELM STREET	Station Track	18.1		4
	X			KALB (to Island)	R-WAYNE	17.3		2
	X			ISLAND	R-CONRAIL	17.7		1, 5
	X			CP-NORRIS (Connection to CR-Harrisburg Line)		18.0		

NOTE 1 — Trains may not pass between Norris and Island.

NOTE 2 — No. 1 Track removed from service between Island and Kalb.

NOTE 3 — Ford interlocking in service on No. 2 track only.

NOTE 4 — Tower Operator at Wayne in charge of Station Track and Elm St. yard.

NOTE 5 — Remotely controlled from Conrail, Philadelphia Dispatcher's Office, Mt. Laurel, NJ.

**1. METHOD OF OPERATION/RULES IN EFFECT,
DESIGNATION AND USE OF MAIN AND CERTAIN
AUXILIARY TRACKS OUTSIDE INTERLOCKING LIMITS.**

BETWEEN	AND	TRACK	ABS	251	261	MBS	MBS-ACT	CSS	Current of Traffic	Notes
Schuylkill	Walnut	No. 5 and No. 6						X		1
Walnut	Northern Limits of Arsenal	No. 5 and No. 6	X		X			X		1
Northern Limits of Arsenal	Cane	No. 1 and No. 2	X		X			X		2
Cane	Media	No. 1	X	X			X		S.	2
Cane	Media	No. 2	X	X			X		N.	2
Media	CP-S. Elwyn	Single	X		X					
CP-S. Elwyn	State	Single				X				3
State	West Chester	Running Track	Rule 97							3,4
Media Yard		All	Rule 98							
Shuttle Track			Rule 98							
Elwyn Siding			Rule 96							

X — Indicates in service.

NOTE 1 — Tracks are numbered from east to west.

NOTE 2 — Tracks are numbered from west to east.

NOTE 3 — Clear block indication at Mills is authority for southward trains to use Running Track at West Chester; Southward trains must report arrival at West Chester to Operator at Media.

NOTE 4 — Controlled by Media.

2. TRAIN DISPATCHER IN CHARGE.

Desk C at the Regional Rail Operations Center

3. MAXIMUM AUTHORIZED SPEEDS AND SPEED RESTRICTIONS.

BETWEEN/AT	Single Track		No. 1 Track		No. 2 Track		No. 5 Track		No. 6 Track	
	PSG.	FRT.	PSG.	FRT.	PSG.	FRT.	PSG.	FRT.	PSG.	FRT.
Within Schuylkill Interlocking							20	10	20	10
Except: Diverging routes at Schuylkill Interlocking	Route									
	15	10								
Southern limits of Schuylkill and South end Market St. Tunnel							25	10	25	10
Southend Market St. Tunnel and southern limits Walnut Interlocking							30	20	30	20
Southern limits Walnut Interlocking and the northern limits of Arsenal							40	20	40	20
Within Arsenal Interlocking			40	20	40	20				
Southern limits of Arsenal Interlocking and northern limits of Media Interlocking except:			50	25	50	25				
Arsenal to 49th St.			30	25	30	25				
Bridge 4.79 South of Angora				10		10				
Curve north of Fernwood			45		45					
Bridge 7.11 South of Gladstone				10		10				
Amosland Rd., Woodland Ave. and Blue Church Rd. crossings			25	25	25	25				
Curve at Moylan-Rose Valley			45		45					
Media Interlocking	15	10								
Media Interlocking and CP-S. Elwyn except:	40	25								
Media Yard and Shuttle Track	Restricted Speed not exceeding 5 MPH									
Curve between MP 14.4 and northbound Interlocking Signal, Media	30	25								

**1. METHOD OF OPERATION/RULES IN EFFECT,
DESIGNATION AND USE OF MAIN AND CERTAIN
AUXILIARY TRACKS OUTSIDE INTERLOCKING LIMITS**

Rule 98

2. EMPLOYEE IN CHARGE.

Maintenance of Way Foreman

**3. MAXIMUM AUTHORIZED SPEEDS AND SPEED
RESTRICTIONS.**

All tracks are Restricted Speed not exceeding 5 MPH.

4. EQUIPMENT RESTRICTIONS.

Limited to M&W and non-electrified equipment.

5. AC ELECTRICAL OPERATING INSTRUCTIONS:

None

**6. LOCATIONS OF STANDARD CLOCKS, BULLETIN
BOARDS AND EMPLOYEE REGISTERS.**

None

**7. LOCATIONS AND TIME-OUTS OF ELECTRICALLY
LOCKED HAND OPERATED SWITCHES.**

None

**8. LOCATIONS OF HAND OPERATED SWITCHES WHERE
RULE 261 IS IN EFFECT THAT ARE NOT ELECTRICALLY
LOCKED.**

None

9. GRADE CROSSINGS.

A. locations/type

— None

B. special operating conditions

— None

**10. RADIO BASE STATION LOCATIONS AND TIME
MONITORED.**

None

**11. LOCATIONS OF WAYSIDE PHONES CONNECTING WITH
THE TRAIN DISPATCHER OR TOWER OPERATOR.**

None

12. CLOSE CLEARANCE.

None

13. MISCELLANEOUS INSTRUCTIONS.

None

14. MU YARD TRACK DESIGNATIONS AND LENGTHS.

Liberty Yard Tracks

Track name/number	length in feet	from fouling point to opposing...
Yard lead	379	fouling point
No. 1 (including Facilities Bldg.)	732 (64 within building)	bumper
No. 2	250	bumper
No. 3	1026	bumper

13. MISCELLANEOUS INSTRUCTIONS.

— Use of the engine whistle (except in an emergency) is prohibited.

14. YARD TRACK DESIGNATIONS AND LENGTHS.

Track name/number	length in feet	from fouling point to opposing...
East end track	*see Note 1	bumper
No. 1	1300	fouling point
No. 2	1250	fouling point
No. 3	1250	fouling point
No. 4	1300	fouling point
No. 5	1300	fouling point
No. 6	475	East end of shop
No. 7	475	East end of shop
No. 8	400	Clearance Point
No. 9	400	Clearance Point
West end lead	*see Note 1	Amtrak Glen

NOTE 1 — Tracks are lead tracks.

**100A-A1. TIMETABLES AND OTHER PUBLICATIONS —
SEPTA EMPLOYEES**

Employees performing duty in the following crafts are required to carry with them while on duty the designated publications:

Train and Engine Service Personnel

Timetable with all General Orders; current Schedule Folders; NORAC Operating Rules Book; Safety Rules Book; Electric Traction Instructions; Airbrake, Equipment, and Train Handling Instructions; Emergency Evacuation Procedures; Passenger Operations Instructions; Hazardous Materials Information Manual; current Bulletin Order(s); and current Division Notice(s).

Employees working solely within the limits of a yard will not be required to carry the above publications, but must have them in their possession when reporting for duty and keep them within easy access for reference and inspection.

Train Dispatcher and Towerperson Personnel

Timetable with all General Orders; current Schedule Folders; NORAC Operating Rules Book; Safety Rules Book; Electric Traction Instructions; Emergency Evacuation Procedures; Passenger Operations Instructions; Hazardous Materials Information Manual; current Bulletin Order(s); and current Division Notice(s).

In addition, Train Dispatchers dispatching Conrail territory must have available the current Conrail hazardous materials instructions and Conrail timetable with all General Orders; Tower Operators controlling Conrail territory must have available the Conrail timetable with all General Orders.

Facilities Department Personnel Qualified

Timetable with all General Orders; current Schedule Folders; NORAC Operating Rules Book; Safety Rules Book; Electric Traction Instructions; Hazardous Materials Information Manual; current Bulletin Order(s); and current Division Notice(s).

**100A-A2. TIMETABLES AND OTHER PUBLICATIONS —
AMTRAK AND CONRAIL EMPLOYEES**

Engineers and Conductors performing service in SEPTA territory are required to carry with them while on duty the following SEPTA publications:

Timetable with all General Orders (unless line information is co-published), Electric Traction Instructions, and current Bulletin Order(s).

Train crew members performing service in other crafts are not required to carry the above publications.

**100A-A3. AMBASSADOR REFERENCE GUIDE—
RAILROAD DIVISION EMPLOYEES**

All Conductors and Passenger Attendants must have with them while on duty **SEPTA's 1990/91 Ambassador Reference Guide**.

**100A-A4. PERSONAL PROTECTIVE EQUIPMENT AND
TRACK AREA SAFETY PROCEDURES**

Employees who are required to wear personal protective equipment are required to maintain and have available while on duty the approved equipment as prescribed for that craft.

Employees performing on-ground functions on or near the railroad right-of-way are required to wear approved personal protective equipment as their outer garment.

Employees other than train and engine service personnel are required to wear the reflective safety vest. Train and engine service personnel are required to wear one of the following: 1) reflective safety vest, 2) reflective belly band, or 3) reflective arm bands (one on each arm).

On-ground functions include, but are not limited to, the following: 1) performing flagging duties as prescribed by operating rules or other flagging protective functions, 2) working in yards or on sidings, 3) performing troubleshooting, rescue, or evacuation procedures, 4) working or inspecting along the right-of-way, 5) working at a temporary block station, 6) physically delivering Form D's.

In addition to personal protective equipment, employees must have available for use a hand-held white light. This light must be used during the hours between dusk and dawn, during periods when weather impedes visibility, and when in tunnel locations.

100C-A1. QUALIFICATIONS — EXTENDED ABSENCE

1. SEPTA Train & Engine Service, Train Dispatchers, and Facilities (PC qualified) Personnel

If absent from all railroad duty for thirty (30) days or more, employee must notify the Rail Training Section, Suite 628, 1515 Market Street, Philadelphia, PA (telephone 580-5842) prior to reporting for duty on the RD system.

When reporting to the Rail Training Section, employee must present all books and publications for inspection. An Instructor will examine the employee to ascertain the employee's knowledge and understanding of any change in General Orders, Operating Rules, Bulletin Orders, or any other publications which may have been issued in the employee's absence.

The following criteria will also affect employee's return to active service:

1. If employee's certification qualifications (i.e. operating rules, air brake, etc.) have expired, employee must arrange to attend recertification class.
2. If employee's physical characteristics qualifications on any territory have expired, employee must requalify all portions previously held.

The following are the requirements for the specific time periods of absence:

1. 30 — 90 days absence — inspection of publications, verbal review of changes, any required requalification.
2. 91 — 180 days absence — inspection of publications, verbal review of changes, any required requalifications, one round trip ride over all territories currently held as physical characteristics qualifications (headend pass issued by department; returned with signatures for subsequent recording.)
3. 181 or more days absence — inspection of publications, verbal review of changes, any required requalifications, two round trip rides over all territories currently held as physical characteristics qualifications (headend pass issued by department; returned with signatures for subsequent recording.) In addition, Engineers must arrange to requalify physical characteristics of any territories in the State of New Jersey as prescribed by 100C-B1. Depending upon length of absence, employee may also be required to take a promotion examination for his/her specific craft. (Each case handled on individual basis.)

The result of examination and other requirements as outlined above will be shown on the "RETURN TO WORK CERTIFICATION" form which employee must present to Personnel Assignment Office when returning to duty.

2. SEPTA Towerperson, Facilities (Rules qualified only), and other RD non-qualified Personnel

These employees are subject to all the instructions outlined in item 1 with the exception of the requirements of physical characteristics maintenance.

100C-A2. QUALIFICATIONS — OPERATING RULES

In the application of Rule C, employees whose duties are affected by the operating rules are required to attend an annual Recertification Class once in each calendar year.

Employees will attend Recertification Class as assigned by Personnel Assignment Office, or as designated by Rail Training Section.

100C-A3. QUALIFICATION — RULES, AIR BRAKE, AND PHYSICAL CHARACTERISTICS

It is the responsibility of each employee who becomes qualified on 1) Operating Rules, 2) Air Brake, Equipment, and Train Handling Instructions, and 3) Physical Characteristics to maintain such qualifications in accordance with the policies of the Personnel Assignment Office or the Rail Training Section, and as required by operating rules.

Train Dispatchers, Engineers, Conductors, Facilities Department Foremen, and Track Car Drivers must be qualified on the physical characteristics of the territory over which they are required to perform service.

For an Engineer to maintain physical characteristics qualifications, the Engineer must perform service in the capacity of operating the train over the specified territory at least once in a 12 month period, except as provided for in **100C-B1**. Engineers may be assigned by the Personnel Assignment Office to operate specified trains in conjunction with a "Qualification Run Assignment", in which case verification will be provided to the Rail Training Section by the Personnel Assignment Office.

For a Conductor to maintain physical characteristics qualifications, the Conductor must ride the head end of a train over the specified territory at least once in a 12 month period. Conductors may be assigned by the Personnel Assignment Office to ride specified trains in conjunction with a "Qualification Run Assignment", in which case verification will be provided to the Rail Training Section by the Personnel Assignment Office. A signed "Head End Authorization" pass, indicating the territories ridden, may be presented to the Rail Training Section prior to the expiration of the specified period.

For a Train Dispatcher to maintain physical characteristics qualifications, the Train Dispatcher must ride over the specified territory at least once in a 12 month period. A signed "Head End Authorization" pass, indicating the territories ridden, must be presented to the Rail Training Section prior to the expiration of the specified period.

For Foremen and Track Car Drivers to maintain physical characteristics qualifications, they must present verification to the Rail Training Section prior to the expiration period. This verification may be either 1) a signed "Head End Authorization" pass, indicating the territories ridden, or 2) other written verification that they have performed service on that territory.

SEPTA RD Timetable Qualification for Service pages do not contain a section for the recording of physical characteristics qualifications. Therefore, employees are relieved from entering physical characteristics information in this section of their Timetable.

100C-A4. EXAMINATIONS — MEDICAL

Employees required to pass a regular periodical physical examination (biennial or annual), or special periodical, (as explained herein,) are responsible for making an appointment by contacting the Medical department.

Regular periodical examination must be completed during the quarter of the calendar year that the anniversary of their birth occurs. The quarters of the year are as follows:

- 1st Quarter — January, February, March
- 2nd Quarter — April, May, June
- 3rd Quarter — July, August, September
- 4th Quarter — October, November, December

Periodicals are required as follows:

- Locomotive Engineers —
Annually, regardless of age.
- All others —
Biennial, (once every two years)

Special periodicals —

As frequently as deemed necessary in the judgement of the Medical Department and as directed when returning from furlough, illness or injury.

Employees of foreign railroads will be governed by the medical policy of their employer.

100C-A5. REQUIREMENT TO CARRY CERTIFICATE WHILE ON DUTY

Locomotive Engineers performing duty on SEPTA property must carry in their possession a valid Train Service Engineer Certificate or Student Engineer Certificate.

In the event a Locomotive Engineer reports for duty or discovers while performing duty that he or she is not in possession of his or her certificate, notification must be made immediately to the Regional Rail Operations Center. These individuals will then be governed by the instructions issued by the Superintendent of Operations.

100C-A6. REPLACEMENT OF LOST, STOLEN, OR MUTILATED ENGINEER CERTIFICATES

In the event that an individual's Train Service Engineer Certificate or Student Engineer Certificate is lost, stolen, or mutilated, notification must be made promptly to either the Rail Training Section or the Regional Rail Operations Center for instructions pertaining to replacement.

Replacement of a certificate is available 24 hours per day. Replacement of a certificate is subject to the current fee made payable to the program administrator.

100C-A7. CERTIFICATION GROUP DESIGNATIONS/ RE-CERTIFICATION SCHEDULE

Certified SEPTA Locomotive Engineers will be recertified once every three years. All Locomotive Engineers have been placed into one of 13 certification groups. Each group will cycle once every three years in accordance with the Recertification Schedule which appears below.

Group Designation of Supervisory/Management Personnel

All Supervisors and Managers have been scheduled for the first quarter of the first year and designated as group S1. Recertification will occur on a prearranged date during the first quarter of the year in which they are scheduled.

Group Designations of All Other Personnel

There are 12 group designations which have been determined by birth month. Recertification will occur on a prearranged date during the calendar birth quarter of the scheduled year. The exact day/date of an individual's recertification during that particular quarter will be posted by the Personnel Assignment Office sufficiently in advance of the scheduled day.

RECERTIFICATION SCHEDULE

If your birthday occurs in:	You are designated as group:	You are schedule for recertification during:
January	A1	1st Quarter of 1992, 1995, 1998, 2001
February	B1	1st Quarter of 1993, 1996, 1999, 2002
March	C1	1st Quarter of 1994, 1997, 2000, 2003
April	A2	2nd Quarter of 1992, 1995, 1998, 2001
May	B2	2nd Quarter of 1993, 1996, 1999, 2002
June	C2	2nd Quarter of 1994, 1997, 2000, 2003
July	A3	3rd Quarter of 1992, 1995, 1998, 2001
August	B3	3rd Quarter of 1993, 1996, 1999, 2002
September	C3	3rd Quarter of 1994, 1997, 2000, 2003
October	A4	4th Quarter of 1992, 1995, 1998, 2001
November	B4	4th Quarter of 1993, 1996, 1999, 2002
December	C4	4th Quarter of 1994, 1997, 2000, 2003
(Supervisory/ Management)	S1	1st Quarter of 1992, 1995, 1998, 2001

**100C-A8. RECERTIFICATION OF LOCOMOTIVE
ENGINEERS — RESPONSIBILITIES/
EXAMINATION PROCESS**

Responsibilities:

Prior to the individual's scheduled date of recertification, each individual is responsible to furnish certain data required by the regulation, and to accomplish certain tasks required by the Authority. Failure to furnish or to request the required data may result in fines levied by the Federal Railroad Administration (as outlined in **Appendix A to 49CFR, Part 240 — Schedule of Civil Penalties**), and may result in disciplinary action as outlined in SEPTA NOTICE dated May 1, 1992.

Following is a list of responsibilities that must be completed **prior** to the scheduled recertification day:

1. As per **Part 240.111**, you are required to furnish your **MOTOR VEHICLE DRIVING RECORD** from:
 - 1) the state which last issued your driver's license (i.e. current license),
 - 2) any other state or states that issued or reissued you a driver's license within the preceding 5 years,
 - 3) the National Driver Register.

If you have never obtained a motor vehicle driver's license, you must notify the Administrator of the fact.

Form letters are available at the P.A.O. or the Rail Training Section to obtain motor vehicle records from the states of Pennsylvania, New Jersey, and Delaware, and from the National Driver Register. Note that the request for records must be notarized and that a fee is required to be paid to the agency. When requesting records, allow at least 6 to 8 weeks for response.

Your motor vehicle driving records may not be older than 180 days prior to the date of your recertification. To allow sufficient time for the administrator to review your records, the Authority requires that your record(s) be submitted to the Administrator no later than 14 days prior to your scheduled date of recertification.

2. As per **Part 240.113**, you are required to furnish data on your **PRIOR SAFETY CONDUCT AS AN EMPLOYEE OF ANOTHER RAILROAD**. If you were employed as a Locomotive Engineer by any railroad other than SEPTA since September 17, 1991, you are required to obtain those records from your previous employer. A form letter is available from the Rail Training Section to obtain these records.

Your prior safety conduct records may not be older than 180 days prior to your date of recertification. To allow sufficient time to review your records, the Authority requires that your record(s) be submitted to the Administrator no later than 14 days prior to your scheduled date of recertification.

3. As required by **Timetable Special Instruction 100C-A4. EXAMINATIONS — MEDICAL**, you must have passed a medical examination to operate as a Locomotive Engineer. Prior to your scheduled date of recertification, your visual/hearing acuity record must be reviewed by the Administrator. This record will be submitted to the Administrator by the Medical Department after you have passed your medical examination.

As individuals are responsible for making their own medical appointments, it is recommended that appointments be made as early in the quarter as possible to assure timely submission of the required records to the Administrator.

4. As outlined in **Part 240.123**, the Rail Training Section will conduct on-going **CONTINUING EDUCATION CLASSES FOR LOCOMOTIVE ENGINEERS**. Attending a class prior to your scheduled date of recertification is **mandatory**. These classes will be conducted once per month. Scheduling of individuals will be made by the P.A.O.

Examination Process:

In accordance with **Parts 240.125 and 240.127**, the recertification examination process will consist of two parts: 1) skills performance evaluation (i.e. observation of operating practices, equipment inspection, train handling techniques, compliance with safety standards,) and 2) written examination.

The entire recertification process will take a maximum of 8 hours to complete. The recertification procedure will be conducted primarily during first or second trick assignments. For the skills performance portion, you will be required only to operate equipment on which you are qualified. You will perform service only over the territory where you are qualified on physical characteristics. If you are qualified on foreign railroad territory, a portion of those territories may be included as part of your observational ride.

No later than three business days prior to your scheduled day of recertification, you must contact the Administrator-Engineer Certification Program at extension 5848. You will be advised when and where to report. If reporting for the skills performance evaluation portion first, you will be met by a Supervisor of Locomotive Engineers (i.e. Certifier/Instructor, Rail Training Section) at the prearranged time and location. If the skills performance evaluation portion is second, you will accompany the Supervisor of Locomotive Engineers and operate those selected scheduled trains.

If you are assigned to a passenger run (whether a regular job or extra list assignment), you will be evaluated while operating selected scheduled train(s) of that run. The skills performance evaluation will cover a substantial portion of the run assignment and may include several trips. The actual time and mileage will be determined by the Supervisor of Locomotive Engineers.

If you are assigned to a yard assignment, you will report to the prearranged location at the prearranged time to operate selected scheduled train(s) as previously indicated by the Supervisor of Locomotive Engineers.

The written examination portion will be administered at a facility of the Rail Training Section. If the written examination follows the skills performance evaluation, you will be relieved from the remainder of your assignment by the P.A.O.

The skills performance evaluation will be based on Pass/Fail. The written examination requires a minimum of 85% to pass. Both portions must be passed to be recertified.

Locomotive Engineers will be afforded three opportunities to obtain recertification. Remedial assistance will be available for those who fail. If failing the skills performance evaluation portion for the first time, the individual's **Train Service Engineer Certificate** will be retained by the Administrator and replaced with a **Student Engineer Certificate**. During the period you possess a Student Engineer Certificate, you are permitted to operate a train only under the direct supervision of another certified Locomotive Engineer. Upon passing the retest(s), the individual will be reissued the Train Service Engineer Certificate. For failures, the following criteria applies:

After a first failure of:

Written Examination — maximum of 2 days to study, retest on third day following original recertification date (excluding Saturdays and Sundays)

Skills Performance Evaluation — maximum of 2 days OJT (as assigned) to improve skills, retest on the fourth day following original recertification date (excluding Saturdays and Sundays)

Written Examination AND Skills Performance Evaluation — maximum of 2 days to study and 2 days OJT (as assigned), retest on the sixth day following original recertification date (excluding Saturdays and Sundays)

After a second failure of:

Written Examination — maximum of 2 days to study, second retest on sixth day following original recertification date (excluding Saturdays and Sundays)

Skills Performance Evaluation — maximum of 3 days OJT (as assigned) to improve skills, retest on the tenth day following original recertification date (excluding Saturdays and Sundays)

Written Examination AND Skills Performance Evaluation — maximum of 2 days to study and 3 days OJT (as assigned), retest on the fourteenth day following original recertification date (excluding Saturdays and Sundays)

After a third failure of any portion:

Decertification

100C-B1. STATE OF NEW JERSEY — QUALIFICATIONS

An Engineer who has not made a trip in road service, as such within a period of six (6) months over the portion of railroad on which he is expected to operate within the State of New Jersey must not be used on such portion of the road until he has been re-examined and qualified by the proper officer.

An engine service employee, not working as an Engineer, must not operate an engine in the State of New Jersey unless qualified on the physical characteristics of the portion of the road to be used in the same manner prescribed for an Engineer.

If absent from all railroad duty for 30 days or more, Engineers, Conductors, and Passenger Attendants reporting to operate a train in road service in or through the State of New Jersey must notify the Rail Training Section of such absence. An Instructor will examine the employee as per the requirements of 100C-A1. Result of this examination will be documented on the prescribed form and forwarded to the Personnel Assignment Office.

**100F-A1. REGIONAL RAIL DIVISION ACCIDENT/
INCIDENT REPORT FORM**

Accident/Incident Form (Form F-364) must be used to report all accidents/injuries. This form must be completed by each employee involved in the accident/incident and turned in as soon as possible to either the SEPTA Supervisor on the scene or at Suburban Station (Stationmaster's office) to the Terminal Supervisor.

This form contains spaces for information such as the date, location, environmental conditions, train numbers, crew names, vehicle(s) (if any), injuries, witness(es), and provision for a diagram. Take care when completing this form and make sure to fill in as much information as possible and that all information is legible. The person completing the form must sign their name and account number on page 2 of the form.

Forms are available at Roberts Ave. Yard (Yardmaster's office), Powelton Ave. Yard (Yardmaster's office), the Stationmaster's Office at Suburban Station and the Railroad Division Headquarters (Suite 600, 1515 Market St., Phila., PA 19102).

This does not eliminate properly completing the "Occupational Injury Forms" by the Supervisor and Employee.

100F-A2. ACCIDENTS

In the application of Rule F, any employee involved in or witnessing an accident involving SEPTA shall be cooperative and supportive in their dealings with police. Employees are required to give police their name, account number, train identification, the address of the Railroad Division Headquarters (Suite 600, 1515 Market St., Phila., PA 19102) or their home address, the telephone number of the Regional Rail Operations Center (580-5700), and the names of all persons involved in the accident. The police may interview

passengers who may have witnessed the accident. Employees shall not make any statement, verbal or written, about the accident to police or any one other than a representative of SEPTA's Claims or Legal Departments, or to the authorized representative of the employee's own department. Passengers must be advised as to the cause and possible duration of delay.

100G-A1. USE OF INTOXICANTS

In the application of Rule G, certain intoxicants/controlled substances remain present in the body and effect bodily functions for extended periods of time.

Because of the unpredictable residual effects of certain intoxicants and/or controlled substances, the presence of such substances in employees:

1. off-duty but subject to duty or reporting for duty;
2. on Company property or in recognizable uniform;
3. or possession of such by employees while on duty;

is prohibited. Any employee suspected of being in violation of this instruction may be required to submit to a blood/urinalysis or other toxicological test(s).

An employee found to be under the influence of, or, so tested, whose test(s) results show a qualitative and/or quantitative trace of such material in his system shall be discharged from the Company's service.

Any employee who refuses to submit to such testing shall be subject to discharge from the Company's service.

100G-A2. NON-PRESCRIPTION DRUGS

Employees who have inquiries pertaining to the use of non-prescription drugs should contact SEPTA Medical Department at 580-7128.

100H-A1. USE OF TOBACCO

Smoking is prohibited on SEPTA RD equipment.

100L-A1. EMPLOYEES AUTHORIZED TO RIDE THE OPERATING CAB OR VESTIBULE OF A TRAIN

In the application of Rule L, under no circumstances are more than four persons, including the assigned crew, allowed to ride in the operating cab of a locomotive.

The following are the only personnel authorized to be in the operating cab of a locomotive or the vestibule of passenger trains in SEPTA RD Territory:

1. Crew members in the performance of their duties,
2. Persons possessing a valid Head End Authorization.
3. Persons possessing a current letter signed by the Assistant General Manager, Railroad Division, the Chief Transportation Officer, or the Manager, Operating Rules.
4. Person with a "Qualifying/Remaining Qualified" form signed by the Manager, Operating Rules.
5. Person presenting credentials identifying that individual as an official of the Federal Railroad Administration.

100L-A2. SEPTA EMPLOYEE PASS

Employees are required to have their Employee Pass in their possession while on duty or on SEPTA property.

adjacent track and not extending beyond the fouling points as indicated by the yellow mark.

The above instruction applies to all yard tracks in Roberts Avenue Yard, Powelton Avenue Yard, Paoli Yard, and Wayne Electric Car Yard; in Frazer Yard, the above instruction applies to No. 1, No. 2, No. 3, No. 4 and No. 5 tracks.

1116-A1. OPERATION OF TRAINS FROM OTHER THAN THE LEADING END DUE TO EQUIPMENT FAILURE

When a train is incapable of being operated by the Engineer from the lead end of the lead unit due to equipment failure, movement may not commence until permission is received from the Train Dispatcher.

Once permission is received, a qualified Conductor must be positioned on the lead end. The qualified Conductor must be able to communicate directly with the Engineer controlling the movement by voice communication or by communicating signal appliance, must be able to properly operate the engine horn, and must be able to apply the train brakes with the emergency brake valve. When it is ascertained by test that the Conductor has these capabilities, the movement may commence at not exceeding 30 MPH, governed by fixed signal indication.

If the Conductor does not have all of these capabilities, the movement may commence at Restricted Speed, governed by fixed signal indication, after an understanding is reached with the Engineer controlling the movement. If the train is carrying passengers, they must be removed from lead car.

1116-A2. TEST REQUIREMENT AND PROCEDURE FOR SHOVING TRAIN, SWITCHING, OR REVERSING MOVEMENT IN ABS, MBS, OR INTERLOCKINGS

When shoving a train, making a switching movement, or making a reverse/back up movement where ABS, MBS, or Interlocking rules apply, if qualified employee other than the Engineer is controlling movement on the leading end, a test of voice communication or communication signal appliance, engine horn, and emergency brake valve or back-up hose must be made.

When qualified employee does not have the capabilities as ascertained by test, Restricted Speed will apply regardless of a more favorable signal indication or other speed prescribed by applicable rule.

1121-A1. PROTECTION OF PASSENGERS AT STATIONS — INTERVENING TRACKS BETWEEN STANDING TRAIN AND PLATFORM

At Lansdale, Elwyn, and Fox Chase passenger stations, the following applies:

In the application of Rule 121, when a train is approaching a passenger station where a passenger train is found to be standing, the train must not pass between the standing equipment and the platform until a qualified crew member determines if the standing train is receiving/discharging passengers.

If passengers are being received or discharged, the crew of that train must secure the traps in a closed position, provide protection for boarding or leaving passengers, and pass a proceed signal to the approaching train to permit movement through the platform. Movement must be made at Restricted Speed.

If passengers are not being received or discharged, before the train passes through the platform, a qualified crew member of the

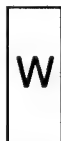
passing train must determine if all side doors are closed. If all doors on standing equipment are closed, movement may proceed. If any door on standing equipment is open, a qualified crew member must provide protection on the platform before permitting movement through the platform. Movement must be made at Restricted Speed.

At Langhorne and Woodbourne passenger stations, the following applies:

Trains operating No. 2 Track at Langhorne and Woodbourne stations are to discharge and receive passengers across No. 1 Track. Rule 121(c) is in effect at Langhorne and Woodbourne stations. Trains making a station stop on No. 2 track must not occupy the station platform while another train is passing through or standing on No. 1 track at the station.

1131-A1. PROTECTION OF WORK LOCATIONS

Employees assigned to protect work locations must utilize Trackman's Portable Whistle Sign. The sign must be placed to the right of and adjacent to affected tracks and a sufficient distance in both directions in advance of the work location to provide adequate protection to the work location and railroad traffic. The Trackman's Portable Whistle Sign appears as follows:



Yellow Background

Black Letter

Engineers operating a train encountering a Trackman's Portable Whistle Sign must sound the engine whistle/horn in accordance with Rule 19(b)(1).

1133-A1. USE OF TRACK BARRICADES — TRACKS REMOVED FROM SERVICE FOR MAINTENANCE

Whenever track maintenance work limits or catenary work limits cannot be protected by block stations, temporary block stations, interlocking signals, or controlled point signals, the affected track area must be protected by clearly visible approved track barricades.

Note:

1. Track Maintenance and Electric Traction Personnel

When track or catenary work has been prearranged and is published by Bulletin Order, track barricades must be placed at the work limits unless other location is specified in Bulletin Order.

2. Track Maintenance Personnel

When affected track area is a portion of track within interlocking limits, track barricades will be used to identify fouling locations.

The erection and removal of track barricades are the responsibility of the employee in charge, who must assure that the track barricades are properly in place before work begins, and are removed before track is returned to service.

The following procedure applies when track barricades are used:

1. Verbal permission must be received from the Train Dispatcher to erect barricades.
2. Barricades erected at proper locations.
3. Issuance of Movement Permit Form D by Train Dispatcher.
4. Removal of barricades after completion of work.
5. Report clear and cancellation of Movement Permit Form D.

1157-A2. SPECIAL MAXIMUM SPEEDS

Trains with cars not equipped for passenger service must not exceed maximum speed for freight trains, except as provided below or unless otherwise instructed.

	Miles Per Hour
A. WIRE TRAIN	30
B. WRECK AND WORK TRAIN Boom Trailing Boom Forward	30 20
C. SNOW PLOWS/SNOW FLANGERS Snow Plows in service Snow Flangers in service Passing station platforms, trains on adjacent tracks and over all grade crossings. NOTE — When plowing, snow plow must be pushed with front end of engine coupled to plow. If engine is improperly turned and there are no facilities for turning, then a steel gondola should be placed between the plow and engine.	20 20 5
D. PUSHING CARS Freight Trains Passenger Trains (except push-pull service)	20 30
E. ELECTRIC AND DIESEL ENGINES Electric and Diesel engines when operated from rear unit or other than leading end for direction of movement. NOTE — Road Switch type units when operating as lead unit shall be considered running forward regardless of which end of unit is leading.	30
F. UNPROTECTED CROSSINGS Speed over grade crossings when protected by a member of the crew.	6
G. TRAINS HANDLING SPENO BALLAST EQUIPMENT Trains handling Speno Ballast cleaning equipment.	30
H. TRAINS HANDLING CARS WITH WELDED RAIL Trains handling cars loaded with welded rail.	40
I. TRAINS WITH SNOW LOADER Train with snow loader and snow melter units not in service. NOTE — Loader and melter units to be coupled and moved in train with loader unit trailing.	30
J. TRAINS WITH JORDAN SPREADER Trains with Jordan Spreader.	30

1157-A3. MAXIMUM SPEEDS — MU LOCOMOTIVES

MODEL NAMES & NUMBERS	Speed in MPH
Silverliner II — 201-219, 251-269, 9001-9017	85
Silverliner III — 220-239	85
Silverliner IV — 101-188, 270-399, 9018-9031	95

1157-A4. MAXIMUM SPEEDS — ENGINES

- A. Engines listed below are permitted to operate at speeds listed for freight trains, unless that speed is further restricted by the following charts:

DIESEL ENGINES				Speed in MPH		
Railroad	Builder	Models	Numbers	Single Unit	Multiple Unit	With Car(s)
SEPTA	EMD	SW1200	50-52	30	60	60
SEPTA	EMD	GP9	90, 91	30	65	65
SEPTA	Republic	RL-1	60, 61	30	65	65

ELECTRIC ENGINES				Speed in MPH		
Railroad	Builder	Models	Numbers	Single Unit	Multiple Unit	With Car(s)
SEPTA	EMD	AEM-7	2301-2307	30	125	125

- B. Engines listed below are permitted to operate at speeds listed for freight trains, unless that speed is further restricted by the following charts:

DIESEL ENGINES				Speed in MPH		
Railroad	Builder	Models	Numbers	Single Unit	Multiple Unit	With Car(s)
AMTRAK	ALCO	RS-3	100-144	30	50	50
AMTRAK	EMD	FL-9	480-491	30	100	100
AMTRAK	EMD	E8a	495-497	30	98	98
AMTRAK	EMD	SSB1200	550-567	30	50	50
AMTRAK	EMD	CF-7	575-596	30	65	65
AMTRAK	EMD	SW1	730-745	30	50	50
AMTRAK	EMD	GP7	776-783	30	65	65
AMTRAK	EMD	GP9	764-775	30	65	65
AMTRAK	EMD	F40PH	200-415	30	100	100
CONRAIL	CR	MT4	1000-1023	—	60	65
CONRAIL	CR	MT6	1100-1128	—	60	65
CONRAIL	EMD	GP15-1	1600-1699	30	60	65
CONRAIL	GE	B23-7	1900-2023	30	60	70
CONRAIL	EMD	GP-30	2169-2249	30	60	65
CONRAIL	EMD	GP35	2250-2394	30	60	65
CONRAIL	GE	U23B	2700-2798	30	60	70
CONRAIL	GE	B23-7	2800-2816	30	60	70
CONRAIL	GE	U36B	2971-2974	30	60	70
CONRAIL	EMD	GP40	3000-3274	30	60	70
CONRAIL	EMD	GP40-2	3275-3403	30	60	70
CONRAIL	EMD	GP35	3620-3691	30	60	65

1157-A10. MAXIMUM SPEEDS — WATER OVER THE RAIL HEAD — AEM-7 LOCOMOTIVES

Due to the possibility of traction motor damage, AEM-7 locomotives must not be operated through water deep enough to touch the bottom of any traction motor. Water deeper than 3 inches above the rail is likely to cause traction motor damage. Movement through water must be authorized by the Train Dispatcher. When authorized, do not exceed 2 MPH when water is over the head of the rail.

1157-A11. MAXIMUM SPEEDS — HIGHWAY GRADE CROSSINGS

When a speed restriction appears in the Timetable that pertains to a highway grade crossing, the restriction applies to the head end only (unless Timetable states that speed applies to entire movement). Once the head end is over the crossing the speed of the train may be increased, unless otherwise restricted.

When a speed restriction appears on a Bulletin Order or Permit Form D that pertains to a highway grade crossing, the restriction applies to the entire movement. Speed of train may not be increased until entire train is over the crossing.

1157-A12. MAXIMUM SPEEDS — CAR WASHERS

Trains must not exceed five (5) MPH while operating through a car washer.

1158-A1. ENGINE RESTRICTIONS

The models of engines listed under each numbered column on this page apply to corresponding columns on each individual line.

X— in a column indicates prohibited; figures 5, 10, etc., in a column indicate the maximum speed in MPH at which an engine may operate.

Numbers in paranthesis (1), (2), etc., refers to a Note shown at the end of the instructions.

Models of engines other than those listed are not to be operated on SEPTA RD territory unless authorized by the Train Dispatcher.

COLUMN 1 — SW-1, SSB-1200.

COLUMN 2 — SW-7, SW-8, SW-8M, SW-9, SW-900, SW-900M, SW-1001, SW-1200, SW-1200M, SW-1500, NW-2M, NW-2.

COLUMN 3 — F-7, FP-7, CF-7, GP-7, GP-8, GP-9, GP-10, GP-15-1, MP-15, GP-18, GP-20, GP-30, GP-35, GP-38, GP-38-2, GP-39, GP-39-2, GP-40, GP-40P, F-40PH, U23B, U25B, U28B, U30B, U36B, RS-3, RS-3M, RL-1.

COLUMN 4 — E-8, E-8a, FL-9.

COLUMN 5 — GP-40, GP-40-2, SD-7, SD-35, SD-38, SD-40, SD-40-2, SD-45, SD-45-2, SDP-45, SD-50, SD-60, U33B, U36B, U23C, U25C, U28C, U30C, U34CH, U36C, P30CH, B23-7, B36-7, B40-8, C30-7, C30-7A, C32-8, C36-7, C39-8.

COLUMN 6 — E-60CP, AEM-7.

1158-A2. CAR RESTRICTIONS — SIDE CLEARANCE

Close clearance exists at various locations. While shifting at freight stations, industries, industrial sidings and station platforms, employees must exercise extreme care to avoid personal injury.

1158-A3. CAR RESTRICTIONS — WEIGHT

Cars exceeding 263,000 lbs. are prohibited from operating in SEPTA RD Territory.

1159-A1. OIL LEAKAGE — ELECTRICAL EQUIPMENT

Whenever practical, employees should perform visual inspection for oil leaking from transformers located on electric locomotives or MU's. If oil is observed leaking from a transformer with a yellow PCB warning label, the Train Dispatcher must immediately be notified of the circumstances.

Employees must avoid contact and protect others from contact with such oil.

Until the possibility of additional leakage is corrected, further movement of such equipment is prohibited, unless leakage will create an unsafe condition or contaminate a body of water or drainage system, in which case movements of such equipment should be restricted to the distance necessary to clear the unsafe area.

1159-A2. USE OF CRANES AND DERRICKS IN ELECTRICAL TERRITORY

Such equipment used in electrified territory must be conducted under the personal supervision of the Foreman who must take special care to safeguard workmen and himself from overhead wires. No part of the equipment or materials are permitted to come within 8 feet of transmission lines or 24 KV feeders, or within 3 feet of overhead catenary wires or signal power wires.

When work cannot be performed as outlined above, the Foreman must request assistance from a qualified Electric Traction Department employee.

Cranes must be equipped with insulated bar protector on top of the boom.

1160-A1. ADDITIONAL AUTHORIZED ABBREVIATIONS

The following abbreviations are authorized for use in Form D's:

SEPTA Lines — APT: Airport Line
CHE: Chestnut Hill East Line
CHW: Chestnut Hill West Line
DOY: Doylestown Line
FXC: Fox Chase Line
IVR: Ivy Ridge Line
NSH: Neshaminy Line
NOR: Norristown Line
WAR: Warminster Line
WCH: West Chester Line

1173-A1. RELIEVING CREWS EN ROUTE

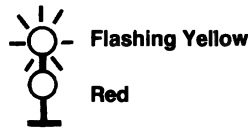
When train and/or engine crews are relieved from an assignment en route, the outgoing crew must provide the incoming crew with all necessary information, such as unfulfilled Form D's, required air brake and cab signal information, messages, reason for delays, etc.; the incoming crew must have a proper understanding thereof before proceeding.

Engineers will not remove control plug from MU equipment until face to face relief is with the incoming Engineer. This will ensure that communication is maintained with the train.

Relieving crews must be positioned on the platform 5 minutes prior to scheduled departure time.

1286-A1. MEDIUM APPROACH SIGNAL

The following aspect is added to Rule 286. Medium Approach:



All two unit color light dwarf signals are capable of displaying the aspect shown above.

1310-A1. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC

Trains operated in Manual Block System territory where no switch open/closed signals are in service must approach non-interlocked, facing point switches prepared to stop and must not pass over such switches until it is determined that the switch is properly lined for the movement.

1550-A1. EXCEPTIONS AUTHORIZED FOR TRAINS NOT EQUIPPED WITH CAB SIGNALS

In the application of Rule 550, the following exceptions are authorized for trains not equipped with cab signals:

1. Wire, work and wreck trains and ballast cleaners to and from work location.
2. Engines moving to or from shops.
3. Trains from connecting railroads (in an emergency).

1551-A1. CAB SIGNAL SYSTEM DEPARTURE TESTS

In the application of Rule 551, engines dispatched from points in non-cab signal territory to cab signal territory must make a departure test in accordance with the SAB-1, Section 13, and have the cab signal, train stop, and train control apparatus cut in before departure.

If the equipment fails the cab signal system departure test, the Engineer must contact the Train Dispatcher. The Train Dispatcher may authorize the train to depart the initial terminal, but may not permit the train to enter cab signal territory unless:

1. A subsequent cab signal system test in accordance with the SAB-1, Section 13, is performed satisfactorily or
2. Equipment which has been satisfactorily tested is placed in the lead.

1551-A2. CAB SIGNAL SYSTEM TESTS

In the application of Rule 551, when the Conductor or Engineer perform the cab signal system test a verbal report of the test must be made by radio or telephone to the RROC Mechanical Desk, (215) 580-5717.

If the Engineer or Conductor performs the cab signal system test he must fill out the cab signal portion of the "Air Slip" and sign the form. The end of the locomotive tested ("A", "B", or "A & B") must be indicated in the block with the locomotive number. The form must then be placed in the blue slip holder on the car being tested. Employees must get cab slips from the Yard Supervisor at Roberts Ave., Powelton Ave., or Paoli yard offices. When the verbal report is made, a copy of the test results must not be left at the test location. The cab signal system test slip must remain with the locomotive until the equipment is re-tested.

1551-A3. CAB SIGNAL SYSTEM DEPARTURE TEST — LEADING AND TRAILING UNITS

In the application of Rule 551, a departure test of the cab signal apparatus must be made from the front end of the leading unit and the rear end of the trailing unit.

If it is known that the consist of the train is to be cut en route in cab signal territory resulting in the designation of two or more trains, those control locations which are to be the front ends of the leading units and the rear ends of the trailing units must also be tested.

Exceptions:

1. Shop trains destined to a repair facility are not required to perform a departure test on the trailing unit.
2. A train in which the trailing unit fails the cab signal departure test may be dispatched when so authorized by the Superintendent of Operations.
3. Trains being utilized solely for the purpose of transferring equipment from one yard facility to another yard facility are not required to perform a departure test on the trailing unit.
4. A departure test is not required for shifting movements made at a yard or storage facility into an interlocking where a portion of the train must enter the interlocking or where the entire train must clear the opposing home signal of that interlocking.
(NOTE: Movements which are required to clear multiple interlockings must perform a departure test in accordance with SAB-1, Section 13.)
5. A departure test is not required when making a transfer of equipment between the north end of Roberts Ave. Yard and the north or south end of Wayne Electric Car Yard.

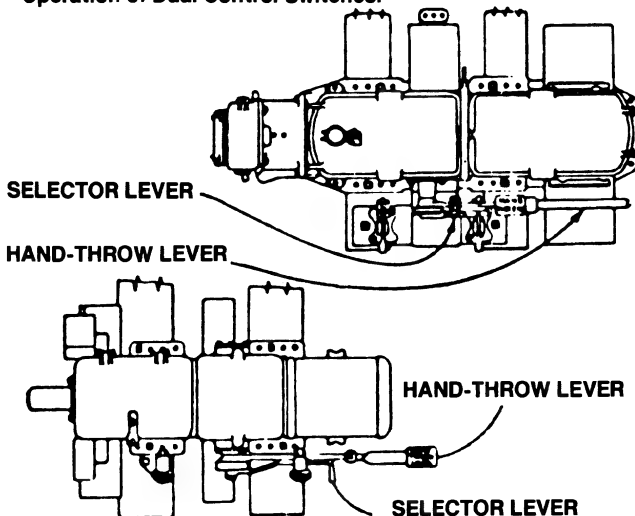
1601-A1. USE OF SWITCHES AND SIGNALS BY RD SIGNAL EMPLOYEES

RD signal employees are required to have permission from the Train Dispatcher, or Tower Operator when authorized by the Train Dispatcher, for the use of switches and signals. Operator must apply blocking devices to all affected switches and signals. Operation of such switches and signals is prohibited unless authorized by RD signal employee in charge.

1601-A2. DUAL CONTROL SWITCHES

Dual control switches must not be hand-operated until permission is obtained from Train Dispatcher or Tower Operator.

Operation of Dual Control Switches.



1. Remove switch lock from both the "Selector" and "Hand Throw" levers.
2. Throw "Selector" lever to hand operation position.
3. "Hand Throw" lever must be operated until switch points are engaged before switch is placed in desired position.
This procedure will insure the proper engagement of "Hand Throw" lever and desired position of switch to correspond.
4. **Do not move "Selector" lever from hand operation position until entire movement has passed over switch.**
5. Place "Hand Throw" and "Selector" lever in positions designated by Train Dispatcher or Tower Operator and secure with switch locks.

1601-A3. AIR PRESSURE — ELECTRO-PNEUMATIC INTERLOCKINGS

When indication is received of low air pressure, action must be taken as follows:

1. Air pressure falls below 45 lbs. — Operator must immediately contact Train Dispatcher to ascertain the route for which switches are to be lined, and blocking devices applied for that route. Maintainer and RD Trouble desk must be notified.
2. Air pressure falls below 20 lbs. — all movement over switches is prohibited unless maintainer has secured all switches of the intended route. When route have been safely secured, movement may proceed on signal indication unless otherwise provided.

1601-A4. FAILURE OF POWER-OPERATED SWITCHES

If after several attempts the switch lever has failed to move to the desired position, Tower Operator must restore the lever as far as possible towards the original starting position, leave it in that position, and notify the RD Trouble Desk. On electrically-operated switches where the ammeter indicates excessively heavy current, the lever must be placed and left in the center position until instructions are received from the signal maintainer.

1606-A1. RUSTY RAIL PROCEDURES

When rusty rail notice has been issued by the signal maintainer, affected interlocking control mechanisms must be secured with approved blocking devices. Such notice must be carried over in the Tower Operator's transfer record.

Rusty rail blocking devices may be removed for an immediate movement over the territory specified in the rusty rail notice.

When such devices are removed for an immediate movement, office indication must not be accepted as indicating the track sections are clear. Employees operating equipment on such tracks must be instructed by the Tower Operator to report clear of the track affected by the rusty rail notice. Upon completion of the movement, rusty rail blocking devices must be reapplied immediately.

1700-A1. RADIO CHANNELS AND FREQUENCIES

SEPTA RD radios may be equipped with the following channels, transmitting on the following frequencies:

Equip. Channel	Use	AAR Channel	Frequency (MHz)
1	CONRAIL/AMTRAK	46	160.800
2	SEPTA SOUTH ROAD	16	160.350
3	SEPTA YARD	19	160.395
4	SEPTA NORTH ROAD	90	161.460
5	SEPTA M & W	12	160.290
6	CONRAIL ROAD #2	64	161.070
7	AMTRAK ROAD	54	160.920

1700-A2. AAR FREQUENCY ASSIGNMENT

Radios equipped for 64 or 97 channel AAR frequency assignment plan are identified by a four-digit display which shows the transmitting and receiving channels. The channels are selected by either rotary or push button switches on the radio front panel.

Channel Assignments:	Transmit Display	Receive Display	Frequency in MHZ
	12	12	160.290
	16	16	160.350
	19	19	160.395
	46	46	160.800
	54	54	160.920
	64	64	161.070
	90	90	161.460

1708-A1. RADIO CALL SIGNS

SEPTA RD employees listed below will use the following call sign to identify themselves during radio conversations:

Assistant General Manager/Railroad Division	D1
Chief Transportation Officer/Operations	S1
Assistant General Superintendent/Operations	S2
Assistant General Superintendent/Operations Center	S3
Superintendent of Operations	T1-T5
Chief Terminal Operations	T6
Chief Tower Operations	T7
Manager Yard Operations	T8
Chief Road Supervisors	T9-T10-T25
Road Supervisors	T11-T29
Tower Supervisors	T30-T34
Terminal Supervisors	T35-T40
OS&T, Rules and Training — Rail/RD	R1-R15
Maintenance;	
Director — RD Maintenance	M1
Superintendents	M2-M9
General Foreman	M10-M19
Foreman	M20-M49
Car Inspectors	M50-M89
Maintenance Headquarters Staff	M90-M95
Facilities/Power and Signal Section;	
Signal Supervisors	RS1-RS13
Signal Maintainers	SM14-SM45
Electric Traction	ET1-ET90
Power	P1-P65

1940-A1. CONDUCTOR/PASSENGER ATTENDANT RESPONSIBILITY TO FILL OUT MP-11

In application of Rule 940, Conductors or Passenger Attendants must fill out a defect report (MP-11) when a defect occurs or is observed on equipment and place it at the same location where the blue form is found. Defects shall include but not be limited to: defects to doors, traps, lights, heat, air-conditioning, PA Systems, missing destination signs, and dirty cars.

1954-A1. INSPECTIONS BY MECHANICAL FORCES

At locations where mechanical forces personnel have performed an initial terminal test of a train or equipment, Engineers will accept their inspection as to the condition of the air brake system.

1955-A1. EQUIPMENT DEFECT REPORTS

In application of Rule 955, Engineers in charge of MU equipment or diesel-electric locomotives must fill out a defect report only when a defect occurs, not at the end of each trip. This instruction does not relieve the Engineer from notifying the Train Dispatcher of the equipment defect.

**SOUTHEASTERN PENNSYLVANIA
TRANSPORTATION AUTHORITY
RAILROAD DIVISION**

Philadelphia, Pennsylvania

GENERAL ORDER NO. 802

Effective 2:01 A.M., Sunday, July 5, 1992

(A) SCHEDULED TRAINS

Listing of current Schedule Folders revised.

(B) AIRPORT LINE

1. No major changes.

(C) BETHLEHEM LINE AND RUNNING TRACK

1. No major changes.

(D) CHESTNUT HILL EAST LINE

1. No major changes.

(E) CHESTNUT HILL WEST LINE

1. Item 4. Equipment Restrictions — Note 3 referring to Pamona St. bridge removed in entirety.

(F) DOYLESTOWN LINE

1. Item 12. Close Clearance — revised to include partial high level platforms at Doylestown and Lansdale.

(G) FOX CHASE LINE AND CONRAIL TRENTON LINE

1. Item 12. Close Clearance — revised to include partial high level platforms at Fox Chase.

(H) IVY RIDGE LINE

1. Item 13. Miscellaneous Instructions — instructions added on Spring Switch operation at Jeff.

(I) MAIN LINE

1. Station Page — "Tabor MP6.7" and "Fern Rock MP7.4" passenger stations removed from service; Jenkintown-Wyncote station changed to "MP10.7".
2. Item 1. Method of Operation/Rules in Effect, Designation and Use of Main and Certain Auxiliary Tracks Outside Interlocking Limits — revised to include CSS rules in effect Zoo to Wayne; old Note 2 removed; old Note 3 changed to Note 2.
3. Item 3. Maximum Authorized Speeds and Speed Restrictions — speed on No. 0 track changed to 20/10; diverging route speeds at Tabor Jct. removed — speed governed by signal indication; diverging speeds at Diamond removed; diverging route speeds Wayne Int. revised to 30/30; speed restriction 30/25 removed on No. 2 and No. 3 tracks, northern limits Wayne Platform to northern limits Wayne Int.
4. Item 4. Equipment Restrictions — paragraph "D" added prohibiting high and wide freight cars from occupying No. 0 track within platform limits of Fern Rock TC.

5. Item 7. Location and Time-outs of Electrically Locked Hand Operated Switches — revised to include Fleers siding switch; Kardon siding switch removed; Salt track changed to MP2.70.
6. Item 9. Grade Crossings — Note 5 added to Hancock Street highway grade crossing prescribing train movements stopped or delayed.
7. Item 12. Close Clearance — revised to include partial high level platforms at Ambler and Lansdale.
8. Item 13. Miscellaneous Instructions — paragraph "A. NON-INTERLOCKED SIGNALS SUBURBAN STATION" removed in entirety; non-interlocked signals on No. 5, 6, 7, and 0 tracks removed from service.

(J) NESHAMINY LINE AND CONRAIL TRENTON LINE

1. Item 3. Maximum Authorized Speeds and Speed Restrictions — speed for passenger trains on No. 1 and No. 2 tracks between Neshaminy and CP-Wood changed to 70 mph.
2. Item 13. Miscellaneous Instructions — paragraph "D. Location of Rail Lubricators" removed in entirety; rail lubricator south of Noble removed from service.

(K) NORRISTOWN LINE

1. Station Page — Note 5 revised to indicate "Island" remotely controlled from Philadelphia Dispatcher's Office, Mt. Laurel, NJ.

(L) WARMINSTER LINE

1. No major changes.

(M) WEST CHESTER LINE

1. Item 1 — Maximum Authorized Speeds and Speed Restrictions — speed between Arsenal and 49th St. No. 1 and No. 2 tracks changed to 30/25.

(N) LIBERTY YARD

1. New section added prescribing operation in Liberty Yard.

(O) PAOLI YARD

1. No major changes.

(P) FRAZER YARD

1. No major changes.

(Q) TIMETABLE SPECIAL INSTRUCTIONS

1. New instruction added — **100A-A4. Personal Protective Equipment and Track Area Safety Procedures** — prescribing responsibilities to wear personal protective equipment while performing on-ground functions.
2. 100C-A3 title changed — **100C-A3. Qualification — Rules, Air Brake, and Physical Characteristics.**
3. New instruction added — **100C-A5. Requirement To Carry Certificate While On Duty** — prescribing responsibility of Engineers.
4. New instruction added — **100C-A6. Replacement of Lost, Stolen, or Mutilated Engineer Certificates** — prescribing instructions for replacement of certificates.

5. New instruction added — **100C-A7. Certification Group Designations/Recertification Schedule** — prescribing Engineer recertification schedule cycle.
6. New instruction added — **100C-A8. Recertification of Locomotive Engineers — Responsibilities/Examination Process** — prescribing individual responsibilities under the federal regulation and Authority policy pertaining to recertification, and the examination process.
7. **1121-A1 Protection of Passengers at Stations — Intervening Tracks Between Standing Train and Platform** revised to include instructions for Langhorne and Woodbourne passenger stations.
8. **1157-A4 Maximum Speeds — Engines** revised to include "RL-1" diesel locomotives.
9. **1158-A1 Engine Restrictions** revised to include "RL-1" diesel locomotives.
10. **1151-A3 Cab Signal System Department Test — Leading and Trailing Units** revised in entirety.
11. New instruction added — **1940-A1. Conductor/Passenger Attendant Responsibility To Fill Out MP-11** — prescribing responsibilities.

(R) GENERAL ORDER

This General Order consists of Title page, Table of Contents page, and pages 1, 2, 23, 24, 29, 30, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 65, 66, 67, 68, 69, 70, 83, 84, 90A, 90B, 95, 96, 97, 98, 99, 99A, 99B, 99C, 99D, 100, 105, 106, 109, 110, 113, 114, 117, 118, 119, 120, 133, 134, 135, and 136 of Timetable No. 8. Employees must examine their copy of this General Order for completeness and review the information contained therein.

J.E. HEILMAN
CHIEF TRANSPORTATION OFFICER

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